



## Appendix C. Public Partnering

# MoveAZ Plan

*prepared for*

**Arizona Department of Transportation**

*prepared by*

**Cambridge Systematics, Inc.**

*In association with*

**Lima & Associates**

*August 2004*



*MoveAZ Plan*

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*August 2004*

# Table of Contents

<b>1.0</b>	<b>Introduction .....</b>	<b>1-1</b>
1.1	MoveAZ and Public Partnering .....	1-1
<b>2.0</b>	<b>Initial Partnering Events .....</b>	<b>2-1</b>
2.1	Focus Group Summary .....	2-2
2.2	Regional Public Forums.....	2-10
2.3	Summary of Surveys .....	2-31
2.4	Combined Analysis .....	2-40
<b>3.0</b>	<b>Intermediate Partnering Events .....</b>	<b>3-1</b>
3.1	Focus Group Summary .....	3-1
3.2	Regional Solutions Forums .....	3-8
3.3	Summary of Surveys .....	3-17
3.4	Forum-Specific Concerns.....	3-24
<b>4.0</b>	<b>Open Houses .....</b>	<b>4-1</b>
4.1	Assessment of Open House Comments .....	4-2
4.2	Open House Reports .....	4-4

# List of Tables

2.1	Attendance at Stakeholder Focus Groups.....	2-3
2.2	Regional Public Forum Attendance .....	2-11
2.3	Performance Factors and Long-Range Objectives for MoveAZ Access and Mobility Goal.....	2-17
2.4	Performance Factors and Long-Range Objectives for MoveAZ Safety Goal .....	2-18
2.5	Performance Factors and Long-Range Objectives for MoveAZ Environmental Sensitivity Goal.....	2-20
2.6	Performance Factors and Long-Range Objectives for MoveAZ Stewardship Goal.....	2-21
2.7	Performance Factors and Long-Range Objectives for MoveAZ Economic Vitality Goal.....	2-22
2.8	Performance Factor Validation by Regional Forum .....	2-23
2.9	Attendance and Survey Responses for MoveAZ Regional Public Forums .....	2-32
3.1	Attendance at Stakeholder Focus Groups.....	3-2
3.2	Importance of 10 Key Lessons to Native American Focus Group.....	3-3
3.3	Importance of 10 Key Lessons to Transit Focus Group.....	3-4
3.4	Importance of 10 Key Lessons to CVO/Economic Development/ Aviation Focus Group .....	3-6
3.5	Regional Solutions Forums Attendance .....	3-9
3.6	Participant Responses to Key Findings by Forum.....	3-11
3.7	Primary Project Type by Location.....	3-14
3.8	Attendance and Survey Responses for MoveAZ Regional Public Forums .....	3-18
3.9	Survey Statements Regarding Additional Funding.....	3-19

## List of Tables (continued)

3.10	Survey Statements Regarding Reduced Funding .....	3-22
3.11	Project and Policy Strategy Recommendations by Forum.....	3-25
4.1	Open House Attendance .....	4-2

# List of Figures

1.1	Connections Between Public Partnering and the MoveAZ Plan .....	1-2
2.1	Regional Public Forum Locations .....	2-10
2.2	Location of Participants' Best Transportation Experience by Mode .....	2-13
2.3	Distribution of Participant Concerns Across All Forums .....	2-25
2.4	Distribution of Participant Concerns About Transportation Options .....	2-27
2.5	Distribution of Participant Concerns About Stewardship.....	2-28
2.6	Distribution of Participants' Best Liked Aspects of the Transportation System .....	2-30
2.7	Responses to the Statement: "Overall, I Feel Safe Driving on the Highway System in this Region" .....	2-33
2.8	Responses to the Statement: "Rail and Vehicular Traffic Co-Exist in this Region and Do Not Pose a Major Safety Issue".....	2-34
2.9	Percent of Respondents Agreeing to the Survey Statements Regarding Transit.....	2-35
2.10	Responses to the Statement: "Pedestrian and Bicycle Facilities Should Be Priorities on State Highways" .....	2-36
2.11	Responses to the Statement: "Rural Highways Are Well Connected to Major Transportation Systems" .....	2-37
2.12	Average Forum Responses to the Statement: "The Long-Range Plan Should Be Designed to Direct Growth to Appropriate Areas and Promote Smart Growth" .....	2-38
2.13	Responses to the Statement: "I Would Rather Have More Roads Than Have Part of the Budget Go to Landscaping and Aesthetics".....	2-38
2.14	Responses to the Statement: "Truck and Freight Rail Movements Are a Major Environmental Issue in this Region" .....	2-39

## List of Figures (continued)

2.15	Responses to the Statement: “The Overall Maintenance of State Roadways in this Region Is Good” .....	2-40
2.16	Major Concerns by Forum Location .....	2-41
3.1	Regional Solutions Forums, Spring 2003.....	3-9
3.2	Assessment of Key Findings .....	3-10
3.3	Strategic Recommendations by Performance Factor .....	3-12
3.4	Projects Related to Performance Factors .....	3-13
3.5	Survey Responses to Additional Funding Questions.....	3-19
3.6	Average of Support for Four Transit Questions (Q1 to Q4) .....	3-20
3.7	Support for Highway Questions by Forum (Q5, Q7) .....	3-21
3.8	Survey Responses to Reduced Funding Questions .....	3-22
3.9	Acceptance to Changes in Mobility and Reliability.....	3-24
4.1	Open Houses, Spring 2004 .....	4-1
4.2	Primary Subject of Comments Received at MoveAZ Open Houses .....	4-3

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# **1.0 Introduction**



# 1.0 Introduction

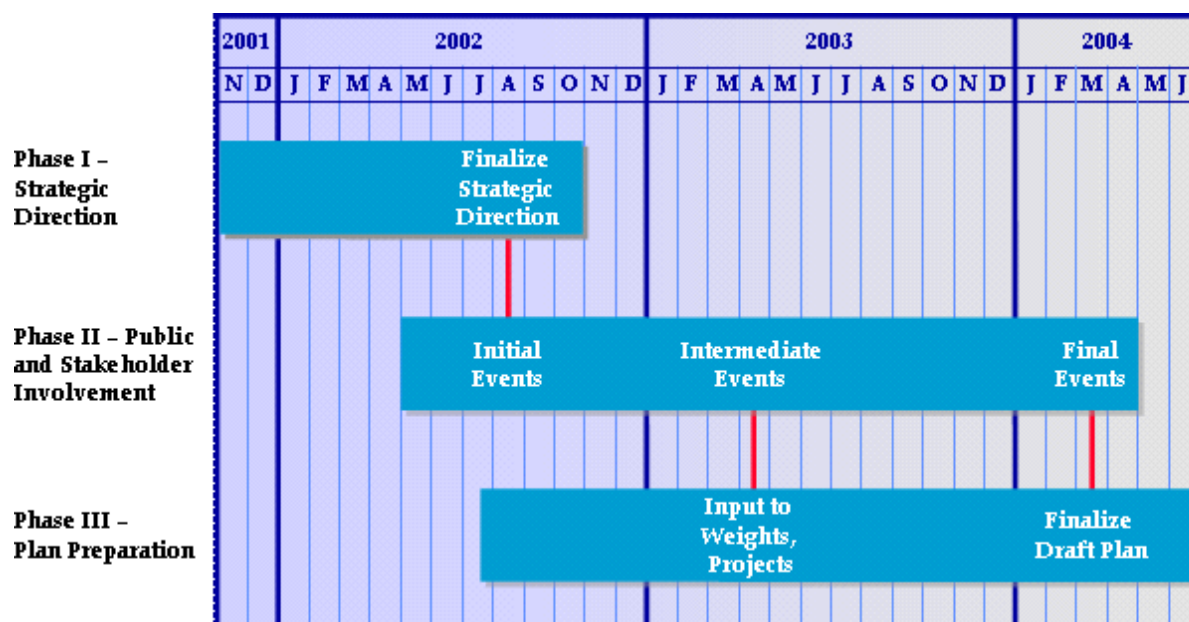
This report summarizes information gathered during the public partnering events held to support the Arizona Long-Range Transportation Plan (MoveAZ). This section introduces the MoveAZ public partnering process and describes its relationship to the MoveAZ plan. The following three sections review the information gathered during each of the three phases of public partnering and relate that information to the development of the draft and final MoveAZ plan.

## ■ 1.1 MoveAZ and Public Partnering

The public partnering process is the second phase of a three-phase process to develop the MoveAZ plan. The three phases of the plan development were:

- **Phase I – Development of a Strategic Direction** identified a strategic direction for state transportation goals and objectives. This was accomplished through review and evaluation of existing documents, previous planning processes, Arizona-specific plans and processes, and similar experiences from other states. From these sources, recurrent themes and issues were identified and used to guide the development of the mission statement and strategic direction for transportation in Arizona.
- **Phase II – Public and Stakeholder Involvement** included a series of public partnering events designed to address key findings and decision points in Phase I and Phase III. The specific public partnering events and their relationship to work on Phases I and III are described below.
- **Phase III – Develop Long-Range Plan** involved technical analysis and production of the draft and final MoveAZ plan. This phase is concurrent with Phase II (public involvement), and both informed the public involvement process and developed the MoveAZ plan.

The public partnering process included three rounds of public events – initial, intermediate, and final – that relate to the completion of specific technical tasks (Figure 1.1).

**Figure 1.1 Connections Between Public Partnering and the MoveAZ Plan**

The *initial partnering phase* of the public partnering process provided opportunities for the public to confirm or refine the strategic direction and to help prioritize the long-range goals and objectives developed during Phase I. In addition, the initial partnering phase was implemented to develop an understanding of the transportation issues facing Arizona, and gather concerns and suggestions from stakeholders regarding the State's long-range transportation plan. Section 2.0 reviews the events of the initial partnering phase.

The *intermediate partnering phase* was used to evaluate the acceptability of policies and strategies developed in response to issues, concerns, and ideas expressed during the initial partnering phase and as a result of the analysis conducted for the plan. This intermediate phase provided additional public input and built a level of confidence to move forward in the development of the draft plan. Section 3.0 reviews the events of the intermediate partnering phase.

The *final partnering phase* of the public involvement process presented the draft plan to stakeholders and the public, solicited final comments on the draft plan, and encouraged involvement in the plan's implementation. Section 4.0 reviews the final partnering phase.

In addition to these three phases, the MoveAZ plan included ongoing communications through newsletters, a web site ([www.MoveAZ.org](http://www.MoveAZ.org)), and a mailing list. The web site was regularly updated throughout the development of the plan and all documents produced for the plan are available online.

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## **2.0 Initial Partnering Events**

## 2.0 Initial Partnering Events

The *initial partnering phase* of public involvement was implemented to develop an understanding of the transportation issues facing the State and gather concerns and suggestions from Arizona citizens and stakeholders regarding the State's long-range transportation plan. The *initial partnering phase captured*:

1. Regional perspectives of the issues facing the State through regional public forums; and
2. Stakeholders' perspectives regarding the Arizona transportation system through stakeholder focus groups.

The outcome of the *initial partnering phase* was the identification of consistencies and discrepancies between public opinion and the goals and objectives determined during the development of the strategic direction (Phase I of the MoveAZ plan). The initial public partnering events also provided ADOT with an opportunity to interact with the public early in the planning process.

The stakeholder focus groups and regional public forums implemented in this initial phase helped shape the direction and priorities of the MoveAZ Plan. The material collected helped demonstrate that the long-range goals and objectives provide a thorough description of the major issues that Arizonans would like ADOT to address. The public input gathered here also suggested relative priorities of each of the long-range goals. The priorities of Arizonans, as demonstrated through this phase of public involvement, were reviewed by ADOT and the Arizona Transportation Board for incorporation into the planning process.

This section of the report presents a detailed review of the information collected from these initial events, including stakeholder focus groups and regional public forums. It summarizes the common themes and issues raised by participants, and provides an analysis of the connection between these key themes and the review of plans completed for the MoveAZ strategic direction.

## ■ 2.1 Focus Group Summary

The Arizona Department of Transportation (ADOT) conducted Stakeholder Focus Groups to capture the particular interests of various users of the transportation system. In total, nine meetings were conducted with the following special interest groups:

- Aviation;
- Transit providers and users;
- Bike and pedestrian interests;
- Commercial vehicle operators, railroads, and distribution firms;
- Environmental concerns (state and national parks and forest service, air quality planners);
- Economic development interests (economic development organizations, industry associations, chambers of commerce);
- Health and human services providers;
- Native American communities; and
- Pipelines and utilities.

Each Stakeholder Focus Group included a presentation of the research and findings to date and a facilitated discussion of issues relevant to the stakeholders' perspective. Participants were encouraged to provide feedback and comments during the facilitated discussions.

The nine Stakeholder Focus Groups included between nine and 20 participants (Table 2.1), and were held in Phoenix in late September and early October 2002. This section summarizes the comments, concerns, and issues identified by participants in each focus group.

**Table 2.1 Attendance at Stakeholder Focus Groups**

<b>Focus Group</b>	<b>Attendance</b>
Aviation	11
Transit	20
Bike and pedestrian	13
Commercial vehicle operators	11
Environmental	9
Economic development	11
Health and human services	10
Native American	8
Utilities	10

## Utilities

Ten individuals representing utility companies participated in the Utilities focus group on September 25, 2002. During the group discussion, participants raised the following key issues:

- **Coordination** – ADOT needs to improve its working relationship with utility companies, including coordinating utility input in long-range planning and creating consistent policies for shared use of facilities (e.g., bridges).
- **Permitting** – The permitting process needs to be streamlined and made consistent. Some corridors are in two districts (e.g., Grand Avenue) and the process or outcome can be totally different.
- **Right-of-way access** – Utility companies have numerous problems acquiring and accessing adequate right of way to accommodate their infrastructure. Residents generally prefer utility lines to run in the highway corridor, instead of neighborhoods; but all utility companies have had substantial difficulty working with ADOT on right-of-way issues.
- **Relocation compensation** – Relocation without compensation is a major concern. Many transportation projects include funding for utility relocation, but the utility companies claim that they never see this funding.

Participants would like to see more coordination between ADOT and the utility companies on utility location and right-of-way preservation. The utility companies want to work

with ADOT to find the most efficient and cost effective ways to install and maintain utility infrastructure. Early access to the planning process when ADOT is redesigning existing facilities or building new ones will enable them to make location decisions that save money.

## Aviation Focus Group

Eleven individuals representing airports and air transportation users participated in the Aviation focus group on September 25, 2002. They had several ideas about how best to include air transportation issues in long-range transportation planning in Arizona. Some of the key suggestions from this focus group included:

- **The role of aviation in planning** – Focus group participants want ADOT to be more active in aviation planning, believing that ADOT’s current role is primarily to match Federal grants. They wanted ADOT to look at aviation as part of the overall comprehensive state transportation network.
- **Economic opportunities** – Rapid growth in air freight has increased economic opportunities for Arizona. Participants argued that near saturation in the California air cargo market may create numerous opportunities for Arizona. To take advantage, participants would like ADOT to invest more in highway and rail connections to intermodal facilities, including airports that serve cargo operations. More generally, airports bring in over \$1 billion per year in economic benefit, and participants felt that ADOT should work to make state agencies, the legislature, and the general public aware of these benefits.
- **Funding** – Participants complained that the aviation fund has been raided by the legislature. This funding comes from airport usage and was designed to help improve aviation statewide. ADOT could serve as an advocate for getting this funding back.
- **Cost of travel** – Participants noted the high cost of passenger service from smaller communities to Phoenix and other major airports, but did not suggest that these services be provided by the public sector.
- **Operations** – Growth has encroached or is encroaching on many of Arizona’s airports, hampering their operations and creating major environmental issues. Consistent statewide development and buffering standards would protect these assets.

The aviation industry understands that ADOT has a limited role to play in aviation due to Federal Aviation Administration (FAA) regulations and other factors. The industry would like ADOT to advocate for their needs, including helping to protect the aviation fund. They would also like ADOT to actively pursue opportunities to enhance air freight by improving highway and rail connections to airports.

## Economic Development Focus Group

Eleven individuals representing economic development associations and chambers of commerce participated in the Economic Development focus group on September 26, 2002. During the group discussion, participants raised the following key issues:

- **Connectivity** – Participants argued that many of Arizona’s communities lack sufficient access to the state highway network. Poor north-south connections are a detriment to the economic development of towns that are long distances from major interstate highways (e.g., Lake Havasu City, Parker, Globe, Show Low).
- **Proactive planning** – Arizona must be proactive in identifying economic needs where transportation facilities can play an important role. ADOT needs to be flexible with funding in order to quickly respond to economic opportunities and projects. Economic development agencies would like the MoveAZ Plan to follow an aggressive approach to economic growth throughout the State.
- **Access to jobs** – Several participants indicated that the current transportation system did not allow efficient access to jobs. This is viewed as a possible deterrent to new businesses.
- **Safety** – Accidents cause economic hardship by blocking roadways for extended periods. The lack of redundancy in the State transportation system leads to major delays for shippers, as well as passengers.
- **Goods movement** – Increasing congestion in surrounding states provides Arizona with economic opportunities and potential problems. Congestion at California airports, for example, can increase the opportunities for freight air businesses in Arizona, but will also increase congestion on major highways and local roads. The CANAMEX transportation corridor could also bring substantial freight traffic to Arizona, increasing business opportunities, but worsening traffic.

Economic development agencies would like to have a stronger link between transportation planning and economic development. ADOT should plan transportation improvements that support an economic development vision for the State, rather than responding to development after it occurs.

## Native American Focus Group

Eight individuals representing Native American tribes and interests participated in the Native American focus group on September 20, 2002. The issues identified during this focus group are described below.

- **Safety** – Participants raised a number of safety concerns, including at-grade railroad crossings; the mix of uses on roadways (e.g., logging trucks, tourists, and school buses); roadway conditions; livestock and wildlife; roadway amenities (lighting,



walkways, and bus pullouts); and environmental hazards (flooding, snow removal). Participants believed that tribal governments do not always share accident data with ADOT, understating the number of accidents on their lands.

- **Coordination** – Native American communities are very concerned about their relationship with other government agencies. Tribes have sovereign nation status, and the State of Arizona should recognize and support this through their policies and programs. Currently, tribes are not treated neither as a separate nation, nor do they have the same status as counties, councils of governments, or cities/towns. Most of their funding for transportation (and other needs) is only available through Bureau of Indian Affairs programs, and they believe that ADOT is not proactive in its attempts to secure that funding.
- **Hazardous materials** – The transportation of hazardous materials through tribal lands is a growing concern. Responsibility for dealing with accidents and hazardous spills on tribal lands is unclear.
- **Maintenance** – Participants raised concerns about the lack of snow plowing in winter months, mowing, and weed control. These maintenance activities often stop at the reservation boundary.
- **Economic development** – Several participants were concerned that the condition of roadways through tribal lands hinders economic development for many tribes. They perceive that state roads through their lands are lower quality than other state roads, making it difficult for them to attract businesses and tourists.

Participants would like ADOT and other state agencies to recognize that tribes have sovereign nation status and should be recognized as such in all policies and programs. A “government-to-government” protocol should be established in policy and carried out by all agencies, including ADOT.

## Bicycle and Pedestrian Transportation Focus Group

Thirteen individuals representing bicycle and pedestrian users and advocacy groups participated in the Bicycle and Pedestrian focus group on September 25, 2002, and expressed the following concerns:

- **Multimodal plan** – Participants felt strongly that ADOT should develop a multimodal transportation plan that treats transit, bicycle, and pedestrian travel on an equal level with automobile travel. Historically, the majority of funding has gone for roadway improvements with bicycle and pedestrian projects as an afterthought. ADOT should also play an advocacy role in attracting funding for modal alternatives.
- **Connectivity** – Participants wanted ADOT to play a stronger role in ensuring that bicycle and pedestrian plans of various communities link and work together. State routes are often an important piece of the overall bicycle network, and the State needs

to ensure that they are able to be used by bicycles and pedestrians. State highways often times become a barrier to connectivity.

- **Coordination** – Participants would like ADOT to work more closely with local and regional agencies to coordinate bicycle and pedestrian planning. They were pleased that ADOT was updating its bicycle and pedestrian plan and would like this coordination to continue in the future.
- **Standards** – Participants argued that there should be state standards for sidewalks, bicycle lanes, rumble strips, and roadway shoulders. These standards would enable more consistent planning of facilities for bicycles and pedestrians.

Participants claimed that cities throughout Arizona are already attempting to create livable, walkable cities and multimodal local and regional systems. They would like ADOT to support these efforts by providing connections between local systems on state highways and providing funding transit and bicycle projects. ADOT should become the leader in creating a state multimodal transportation system. A true multimodal system would allow people transportation choices and a convenient way to get from one place to another. Alternative choices would reduce the burden on the automobile system, helping it to operate more effectively.

## Transit Focus Group

Twenty individuals representing transit providers and users participated in the Transit focus group on October 7, 2002. Several transit issues were identified, including:

- **Multimodal** – Participants would like to see a shift in philosophy from purely highways to a multimodal system that offers transportation options. This includes providing direct additional funding for transit, as well as allowing more flexibility with existing (5310 and 5311) funding. Participants claimed that Arizona is one of only five states that does not directly fund transit.
- **Land use coordination** – Participants were especially concerned about the lack of coordinated land use and transportation planning in Arizona. Businesses currently are allowed to locate with few restrictions, creating a haphazard pattern of land uses that make it very difficult for transit to succeed.
- **Advocacy** – ADOT could play a much larger role in advocating and coordinating transit. Providing some funding, preserving right of way, and attempting to change Arizona's reliance on highways would benefit Arizona in the future.
- **Increase awareness** – Arizonans need to be made aware of the opportunities to use transit. Arizona has a growing population of seniors, disabled, poor, and young people with no alternative other than limited transit services. Making Arizonans aware of the benefits of transit will help the State long term.

Transit agencies and users would like there to be a closer link between transit service development and land use planning. ADOT should encourage this type of planning, including using performance indicators that promote this linkage. Participants also felt that transit can help stimulate economic development. However, the investment in transit may not provide a return until some time in the future, and this must be taken into consideration when measuring performance.

## Health and Human Services Focus Group

Ten individuals representing health departments, senior concerns, public safety, and related interests participated in the Health and Human Services focus group on September 25, 2002. During the group discussion, participants raised the following key issues:

- **Incident management** – Mass evacuation and the transportation of medical supplies are concerns. Increased congestion in urban areas creates difficulties accessing accidents. Participants want roadways to be designed with adequate buffer zones or shoulders (even landscaped buffers) that emergency medical vehicles can use to reach an accident site.
- **Transportation options** – There is a growing need for demand-responsive transportation service to get people to medical appointments, shopping, and work, but little funding to support alternative transportation.
- **Safety hazards** – Several participants were concerned about the unintended consequences of roadway design. One major example is the “soft centers” on I-10 between Phoenix and Tucson that are claimed to contribute to numerous single vehicle rollovers.
- **Funding** – This is a critical problem facing all health and human service organizations. Agencies like the Department of Public Safety (DPS) have not been able to grow at the rate of population growth. The elimination of local transportation assistance funds (LTAF) has negatively impacted social service agencies.

Participants thought that ADOT could do more to ensure that alternate transportation services were available for disadvantaged populations. They also thought that access to jobs was a major problem for economically depressed areas.

## Environmental Concerns Focus Group

Nine individuals representing state parks, national parks and forests, and air quality planners participated in the Environmental Concerns focus group on September 26, 2002. Participants of this group identified the following issues:

- **Access and tourism** – Providing access to recreational facilities, parks, and forests is critical for quality of life and tourism to the State. At the same time, access to sensitive natural areas raises substantial concerns and the need to mitigate impacts of

transportation. Context sensitive design and growth controls will help protect resources.

- **Balance environmental concerns** – Participants would like to see a balance between transportation needs and environmental concerns. Mobility should not always take the highest priority when designing roadways. Especially in sensitive areas, the State should design protections for wildlife and consider mitigations.
- **ADOT advocacy role** – Participants would like to see a stronger advocacy role for ADOT on environmental issues, including air quality planning.
- **Multimodal concerns** – ADOT should ensure that the MoveAZ Plan will provide multimodal solutions and encourage land use planning to shorten trips. This will improve air quality and reduce the impact of transportation on the environment.

Participants would like ADOT to promote planning that guides public policy. Planning should examine implications of roadway improvements, ensure effective mitigations, and examine the unintended consequences of roadway design.

## Commercial Vehicle Operators Focus Group

Eleven individuals representing shipping companies, railroads, and other commercial vehicle operators participated in the Commercial Vehicle Operator focus group on October 8, 2002. This group identified several concerns, as described below.

- **Bypasses** – Many participants wanted to see designated truck bypass routes around urban areas (i.e., Phoenix and Tucson).
- **Safety** – Participants were concerned about conflicts between trucks and the general public. Growing population has led to greater demand for shipping, increasing conflicts between automobiles and trucks.
- **Economic growth** – In the past, Arizona has been a destination for products, but now is becoming a distribution center. Distribution centers are moving to Arizona from Southern California, and commerce is becoming more regionalized. This is good for the economy, but creates additional conflicts as freight traffic increases.
- **Infrastructure limitations** – Many shippers would like to rely more on railroads, but face bottlenecks and limitations on railroad capacity, in part because of the lack of connections between major rail lines in the Phoenix area. Participants would also like state facilities to provide better connections between various shipping modes (truck and rail)

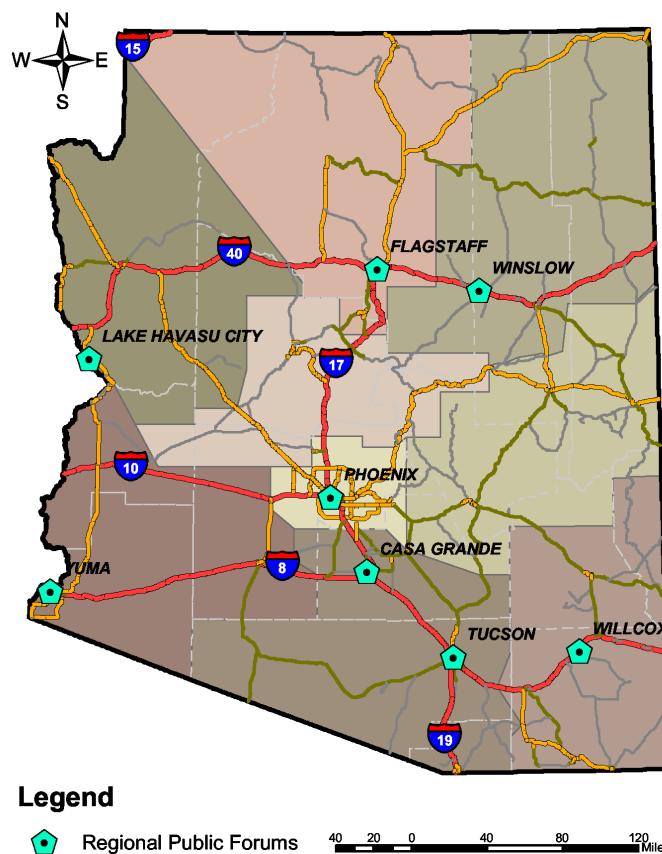
Commercial vehicle operations, including air and rail freight, are changing dramatically. The volume of products being shipped by trucks is increasing, and the railroads are operating near capacity. Participants thought that this increased the need for a safe transportation system that supports the movement of goods throughout the State. Safety issues

associated with trucking and railroads should be considered as part of the long-range plan for the State.

## ■ 2.2 Regional Public Forums

ADOT conducted eight Regional Public Forums in selected areas throughout Arizona (Figure 2.1). The forums were used to introduce the MoveAZ Plan and elicit information to help confirm the mission statement, long-range goals, and objectives that were created as part of the MoveAZ strategic direction. Invitations were distributed to individual communities, governmental entities, business leaders, and under-served populations to ensure a broad representation of interests at each of the forums. These public forums provided an opportunity for citizens and their leaders to express opinions and provide suggestions for the long-range transportation plan.

**Figure 2.1 Regional Public Forum Locations**



As presented in Table 2.2, attendance at the forums ranged from 20 to 70 participants, with nearly 400 people participating across the State.

**Table 2.2 Regional Public Forum Attendance**

Forum	Attendees
Casa Grande	46
Flagstaff	67
Lake Havasu City	64
Phoenix	56
Tucson	71
Willcox	33
Winslow	20
Yuma	40
<b>Total</b>	<b>397</b>

Participants at each of the forums heard a short presentation about the direction and status of the MoveAZ Plan, and were then divided into groups of 15 to 20 individuals for in-depth discussions.

The bulk of each three-hour forum was spent in interactive sessions focusing on the following areas:

1. During introductions, participants described their best transportation experience anywhere in the world.
2. Participants were asked to describe quality of life in terms of the transportation system. These ideas were then related to the MoveAZ goals developed in as part of the strategic direction.
3. Finally, participants were asked to describe aspects of the current transportation system that work well and issues that need attention. At the end of this exercise, participants prioritized a list of things that work well and a list of concerns they had raised.

In addition to the interactive discussion, each participant received a survey with 15 questions covering a range of issues. The survey provided another opportunity for participants to describe their concerns about transportation in Arizona.

The discussions and surveys provided substantial meaningful input that can be compared to the Phase I strategic direction. Input from participants will be used to help refine the long-range goals and objectives. The remainder of this section presents the following:

- A review of the major issues raised through each of the three questions;
- Analysis of the survey responses; and
- An analysis of the relationship between the issues raised at the regional public forums and the MoveAZ goals and objectives developed for the Phase I strategic direction.

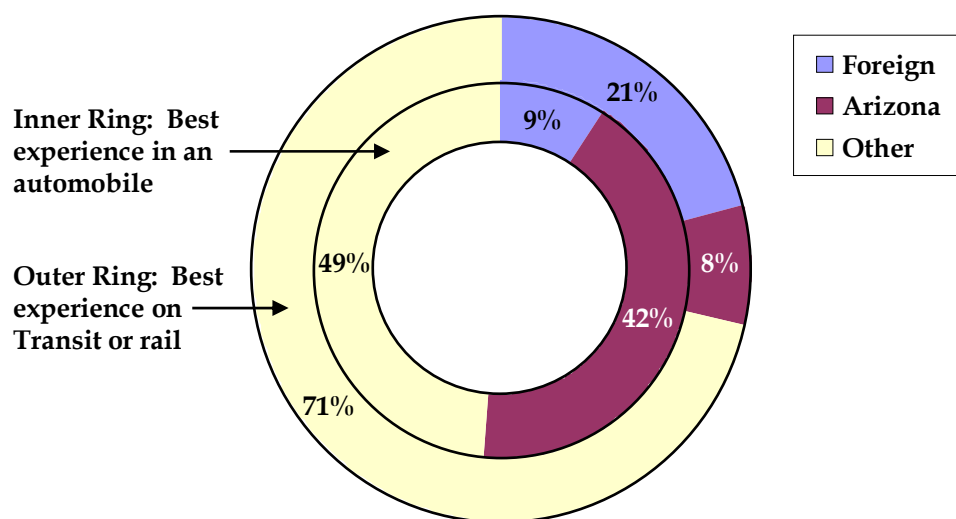
## **Description of Best Transportation Experiences**

Each of the breakout discussions opened with introductions and a discussion of participants' best transportation experience. The intent of this question was to start participants' thinking about transportation issues.

Though this simple question only provides information about specific experiences, and is not suitable for in-depth analysis, some of the responses help set the stage for how Arizonans think about the transportation system.

Each of the participants chose a particular mode on which they had their best experiences. Across the eight forums, the majority of participants selected transit as the mode on which they had their best experience, closely followed by automobile experiences. A smaller number of participants selected an experience in the air or on a bicycle. Respondents in urbanized areas were most likely to select transit as the mode on which they had their best experience. In forums held in rural areas, a majority of respondents described automobile experiences as their best. Participants at the Yuma forum tended to select automobile experiences, though they also had the largest number of respondents to describe bicycle travel as their best experience. In Lake Havasu City, slightly more respondents described a transit experience than one by automobile.

Examining where participants said they had their best transportation experience in more detail, a clear pattern emerged (Figure 2.2). Participants who described a transit experience as their best tended to note experiences in other states or in foreign countries. Only eight percent of transit experiences were in Arizona. Participants describing automobile experiences were much more likely to describe an experience in Arizona (42 percent).

**Figure 2.2 Location of Participants' Best Transportation Experience by Mode**

Several participants noted particular aspects about their experience that made them select it as their best. For automobile travel, scenery and aesthetic issues were the most common qualifying statement made. Several respondents described the speed of travel, a lack of conflicts with truck traffic on certain roads, and general freedom of movement as contributing to quality of life. For transit and rail experiences, participants tended to describe particular systems that ran efficiently, were easy to use, and allowed for seamless transfers.

This question does not allow for detailed analysis, but many of the issues raised here – transportation choice, aesthetics on roadways, efficiency of connections between modes – were repeated throughout the regional forums. In particular, in both the discussion of quality of life and the ranking of concerns about the transportation system, participants raised concerns about transportation choices. The remainder of this section describes those responses in some detail. Section 2.4 presents a more complete synthesis of the major issues raised at each forum and the key lessons learned from the public involvement process.

## Relating Quality of Life to Long-Range Goals

Participants in each breakout discussion were next asked to describe how transportation can help support and improve the quality of life in Arizona. These responses were then related to the five long-range goals developed for MoveAZ (access and mobility, stewardship,



safety, economic vitality, and environmental sensitivity).<sup>1</sup> The responses to this question provided information for three analyses.

- First, the responses indicate participants' general priorities for the transportation system. To the extent that they mentioned mobility concerns more frequently than safety concerns, for example, it is possible to interpret that to mean that mobility is a higher priority. However, participants were not asked to make tradeoffs between goals or consider the implications of how they described quality of life. As a result, these responses are considered only to be rough priorities for transportation. The final analysis of participant priorities will depend greatly on their rankings of major concerns.
- Second, the descriptions of quality of life were compared to the definitions of the MoveAZ goals generated during Phase I. This comparison provides some evidence that there is consistency between the long-range goals and the way participants describe quality of life.
- Lastly, a comparison of the quality of life statements to the long-range objectives generated during Phase I provides further indication that these objectives take Arizonans' transportation concerns into consideration.

### ***Prioritizing Goals***

Participants were allotted substantial time to describe how the transportation system supports quality of life, but were not specifically asked to make a structured tradeoff between different goals in this exercise. As a result, their descriptions of quality of life only provide some evidence about the transportation concerns they would like ADOT to address. The responses to this question suggest transportation issues that participants thought needed special attention, and not necessarily those that are already working well.

The following general statements summarize the participants' preferences that were described during this exercise:

- Improving access and mobility were the most often cited means to improve quality of life in every forum. Across the forums, roughly 40 percent of quality of life descriptions were categorized as access and mobility issues. In Yuma, over one-half of all quality of life descriptions fits this category.
- Safety was the next most frequently mentioned quality of life issue, closely followed by environmental sensitivity. Between 15 and 20 percent of quality of life descriptions were safety concerns, though this rose to one-quarter in Lake Havasu City and one-third in Winslow.

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<sup>1</sup> A complete description of these five goals and the process of generating them can be found in the *MoveAZ Phase I Summary Report*. This report is available on the Internet at <http://www.moveaz.org/Projects/Documents.html>.

- Environmental sensitivity was especially important in urban areas, with roughly one-quarter of participants in both Phoenix and Tucson noting environmental issues. In Willcox and Yuma, by contrast, only five percent of quality of life descriptions were related to environmental issues. In all other areas, about one-sixth of the quality of life descriptions were related to environmental concerns.
- In general, stewardship and economic vitality were least often described as major quality of life issues by participants, with each receiving around one-tenth of quality of life descriptions across all the forums. Stewardship issues were slightly more important in Willcox and Yuma (around 15 percent). Economic vitality was fairly consistent across the forums, with only Tucson falling under 10 percent of quality of life descriptions.

Overall, the descriptions of quality of life suggest that access and mobility concerns may be the most important issue to forum participants. The quality of life question also provided useful data that correlated with the goals and objectives generated for MoveAZ. The long-range goals and objectives provided one direction for MoveAZ. Comparing the descriptions of quality of life to the MoveAZ goal and objective definitions revealed further support for the Phase I strategic direction.

### ***MoveAZ Goals and Objectives Are Appropriate***

The first finding from this analysis is that the MoveAZ goals selected in Phase 1 appear largely appropriate. Only a handful of the quality of life descriptions (roughly two percent) was categorized outside of the five long-range goals. Several of the descriptions that were categorized in this way have potential matches within the existing goals and objectives that may not have been apparent to forum participants. These issues included connectivity, land-use controls, reducing congestion, and improving travel times; all of which fit within one of the five long-range goals. The main issue raised that was outside the long-range goals was funding. Several participants suggested that providing additional funding for transportation would substantially improve their quality life. On the whole, however, the quality of life descriptions in each goal area suggests that ADOT has identified long-range goals that Arizonans support.

The remainder of this section describes the overlap between participants' descriptions and MoveAZ long-range goals and objectives. The objectives are grouped into 10 performance factors that are used to organize performance measurements and analysis.

### ***Participants Descriptions of Access and Mobility***

Access and mobility concerns were the most frequently raised quality of life issue at the regional forums. Many of the statements made were of a very general nature, discussing the need for improved access, reduced delay, and other general issues. Across the forums, participants raised the following four broad issues with some consistency:

1. Access to particular cities or to activities like employment and tourism;
2. Improved mobility and reduced congestion and delay;
3. Increased transportation options, such as transit; and
4. Increased efficiency and convenience of the transportation system as a whole.

Among these issues, transportation choice issues were the most frequently mentioned, with specific comments spread across a wide range of transportation modes, including transit, bicycles and pedestrians, high-occupancy vehicles (HOVs), rail, equestrian, air, and better modal integration. As might be expected, participants were most strongly in favor of transportation options in Phoenix, Tucson, and Flagstaff, but the differences among forums were small.

Participants were almost as likely to describe the need for an expanded highway system or a particular road for their area. These sentiments were especially strong at the Lake Havasu City and Winslow forums, but again there were no major deviations from these comments at any forum.

In addition to these broad-based issues, a number of responses dealt with specific access and mobility concerns. Some of the additional issues noted by participants included the following:

- Concerns about freight traffic and conflicts with trucks;
- The safety and environmental benefits of improved roadways;
- The need for access management on state highways (especially strong in Yuma);
- The benefits to mobility that result from regular maintenance and good construction management; and
- The potential of intelligent transportation system to provide enhanced mobility.

In the MoveAZ strategic direction, the access and mobility goal is broken into four factors and 15 long-range objectives (Table 2.3). The quality of life descriptions raised at the regional public forums correspond very closely to these objectives. Though they did not use the same language, participants mentioned every one of these objectives during at least one of the regional public forums and many were mentioned at several. A complete analysis of the overlap between specific issues and concerns identified during the forums and the MoveAZ long-range objectives is provided at the end of this section.

**Table 2.3 Performance Factors and Long-Range Objectives for MoveAZ Access and Mobility Goal**

<b>Performance Factor</b>	<b>Long-Range Objectives</b>
Mobility	<ul style="list-style-type: none"> <li>• Maintain and enhance levels of circulation (e.g., reduced congestion) on highways, arterials, and major collectors.</li> <li>• Maintain and enhance the ability to move goods and services throughout the state and around urban areas with minimal delay.</li> <li>• Encourage the development of transit options, with a special emphasis for economically disadvantaged populations.</li> </ul>
Reliability	<ul style="list-style-type: none"> <li>• Improve the availability and quality of real-time information to increase the ease of use and attractiveness of both highways and public transportation.</li> <li>• Reduce delay caused by at-grade highway-railroad crossings.</li> <li>• Develop and implement an access management program to preserve the reliability of the state highway system.</li> </ul>
Accessibility	<ul style="list-style-type: none"> <li>• Encourage the development of effective public transportation, ride share, and related options (where appropriate and cost effective).</li> <li>• Support Title 6 ADA compliance for access by disadvantaged groups to all transportation services.</li> <li>• Integrate transit, bicycle, and pedestrian facilities into highway improvements (where feasible).</li> <li>• Maintain and enhance connections to major commercial, residential, and tourist destinations.</li> <li>• Maintain and expand border crossing facilities.</li> </ul>
Connectivity	<ul style="list-style-type: none"> <li>• Maintain and enhance intermodal passenger connections between air and surface transportation modes.</li> <li>• Maintain and enhance intermodal freight linkages for truck-rail, and truck-air transfers.</li> <li>• Continue necessary expansion and connection of Arizona's metropolitan highways and HOV lanes.</li> <li>• Ensure the connection of rural communities to the state highway network.</li> </ul>

### ***Participants Descriptions of Safety***

Many of the forum participants suggested that safety was a key quality of life issue for the transportation system. Nearly one-quarter of the descriptions, however, did not describe a specific safety concern, only noting that they wanted to be safe on the transportation system. The remaining three-quarters of responses varied considerably in their description

of a safe transportation system. Some of the major issues noted by participants included the following:

- Identifying particular transportation modes that need to be safer, especially bicycling and walking;
- Improving the design of transportation facilities to reduce accidents, including signal timing, lighting, and general roadway design;
- Concerns about natural hazards, including snow removal and flooding;
- A need for quick and efficient response to traffic incidents;
- Reduction in the number of at-grade railroad crossings;
- The belief that congestion increases the number of accidents; and
- Improving enforcement and increasing penalties for bad driving.

These concerns relate to the MoveAZ goal of providing safe transportation for people and goods. Solutions to these issues are reflected in the long-range objectives of achieving a reduced rate of crashes, fatalities, and injuries; protection improvements in at-grade railroad crossings; and efficient access for emergency response and evacuation situations (Table 2.4).

**Table 2.4 Performance Factors and Long-Range Objectives for MoveAZ Safety Goal**

Long-Range Objectives Described by Participants	Long-Range Objectives Not Described by Participants
<ul style="list-style-type: none"> <li>• Reduce the rate of crashes, fatalities, and injuries involving motor vehicles, bicycles, and pedestrians</li> <li>• Design new transportation facilities to minimize accidents</li> <li>• Improve the safety of commercial vehicles and public transportation vehicles and facilities</li> <li>• Upgrade at-grade railroad crossing protection</li> <li>• Increase ADOT's support and use of incident management on the state highway system</li> <li>• Improve safety and security for rural area travelers</li> </ul>	<ul style="list-style-type: none"> <li>• Coordinate with Federal, regional, local, and tribal officials to provide redundancy of access for emergency response and evacuation situations (e.g., bridge crossings, multiple access routes to airports, and other key transportation facilities, etc.)</li> <li>• Improve the safety at locations where different modes intersect</li> </ul>

### *Participants' Descriptions of Environmental Sensitivity*

Quality of life issues categorized as environmental sensitivity were raised with about the same frequency as safety issues. Participants raised several issues that dealt with the following environmental concerns:

- Nearly one-third of the environmental quality of life issues reflected a belief that ADOT should help protect the environment and reduce pollution. These concerns were especially strong at the Phoenix, Tucson, and Flagstaff forums.
- The second most frequently raised environmental concern related to the aesthetic quality of state roads, including landscaping, roadway design, general cleanliness of the roads, and related issues. Just over one-quarter of environmental quality of life issues raised dealt with these issues. Aesthetic issues also overlapped into other goal areas, including economic development, access and mobility, and stewardship. For example, participants described how aesthetically pleasing roads benefit the tourism industry.
- Several descriptions of quality of life reflected the environmental benefits of encouraging alternate modes or developing alternative motor vehicle fuels. Roughly 10 percent of the quality of life descriptions that were categorized as environmental issues reflected this sentiment.
- Participants noted the importance of protecting wildlife in about 10 percent of the environmental issues raised. These concerns were especially strong in Flagstaff, where they represented one-quarter of the environmental issues raised.
- A number of participants noted the negative impacts of noise on the environment.

These concerns correspond closely to the MoveAZ goals and objectives identified for environmental sensitivity (Table 2.5). The belief that ADOT should promote environmental protection and pollution reduction correlates to the MoveAZ objectives of 1) increasing energy conservation and the use of recycled materials and cost-effective alternate energy sources; and 2) minimizing the contribution of transportation investments to air, water, and noise pollution in all areas of the State. The objective of giving preference to use of native or indigenous species in transportation-related landscaping projects addresses participants' concerns regarding environmental landscaping and aesthetic issues.

**Table 2.5 Performance Factors and Long-Range Objectives for MoveAZ Environmental Sensitivity Goal**

Long-Range Objectives Described by Participants	Long-Range Objectives Not Described by Participants
<b>Resource Conservation Performance Factor</b>	
<ul style="list-style-type: none"> <li>• Give preference to use of native or indigenous species in transportation-related landscaping projects</li> <li>• Encourage the development of smart growth policies in coordination with state, regional, local, and tribal planning processes</li> <li>• Increase energy conservation and the use of recycled materials and cost-effective alternate energy sources</li> </ul>	
<b>Environmental Protection Performance Factor</b>	
<ul style="list-style-type: none"> <li>• Minimize the contribution of transportation investments to air, water, and noise pollution in all areas of the State</li> <li>• Minimize the impact of transportation investments on natural habitats, animal travel corridors, historic sites, and endangered species</li> </ul>	<ul style="list-style-type: none"> <li>• Increase proactive coordination of transportation planning with Federal, state, and regional environmental agencies</li> <li>• Ensure that negative environmental impacts of transportation investments do not fall disproportionately on disadvantaged groups</li> </ul>
<b>Context Sensitive Solutions Performance Factor</b>	
<ul style="list-style-type: none"> <li>• Establish and meet design standards that maximize the visual harmony of and minimize the noise produced by transportation system investments</li> </ul>	

### *Participants' Descriptions of Stewardship*

Participants addressed stewardship issues relatively infrequently during the discussion of quality of life. Participants in Flagstaff raised these issues at a slightly greater rate than other forums, but the difference was small.

Across all the forums, maintenance was the most frequently raised stewardship issue. Maintenance included concerns about snow removal and litter control on highways, as well as concern that roads are well maintained (e.g., ensuring pavement quality). Each of these issues was described as supporting quality of life.

Another major stewardship issue raised during the discussion of quality of life dealt with coordinated planning. Participants at each of the forums raised the importance of

coordinating state transportation planning with state and local land use planning, as well as coordinated regional and state transportation planning.

The concerns of highway maintenance and coordinated planning are addressed in the MoveAZ Plan's goal of developing a balanced, cost-effective approach that combines preservation with necessary expansions and coordinates with local and regional transportation and land use planning (Table 2.6). The concerns will be addressed through achieving the objectives of preserving and maintaining existing transportation infrastructure and increasing efficient coordination of state transportation planning and programming processes with local and regional land use planning processes.

**Table 2.6 Performance Factors and Long-Range Objectives for MoveAZ Stewardship Goal**

Long-Range Objectives Described by Participants	Long-Range Objectives Not Described by Participants
<b>Preservation Performance Factor</b>	
<ul style="list-style-type: none"> <li>• Preserve and maintain existing transportation infrastructure</li> <li>• Develop and implement an access management program to preserve the functionality of the state highway system</li> <li>• Increase efficient coordination of state transportation planning and programming processes with local and regional land use planning processes</li> </ul>	<ul style="list-style-type: none"> <li>• Coordinate planned transportation system expansions with future funding capabilities</li> </ul>
<b>Mobility Performance Factor</b>	
<ul style="list-style-type: none"> <li>• Increase and/or protect capacity of the existing transportation system through increased use of traffic operation and management strategies, including Intelligent Transportation Systems (ITS) methods</li> </ul>	

### *Economic Vitality*

Of the quality of life issues identified by the participants, relatively few could be directly related to the goal of economic vitality. The most frequently mentioned economic vitality issues identified were access issues and the availability of transportation options. Access issues included a general need for improved access to certain areas to attract businesses, and descriptions of particular roads that required improved access. Transportation options issues raised included investing in transit options, especially to enable disadvantaged populations to access employment; and improving air service to local communities.



These two basic concepts each described about one-quarter of the economic vitality quality of life issues.

Economic development was another important aspect of economic vitality raised by participants. Several participants described the economic value of goods movement for the economy of the State and regions as a key component of economic vitality. A number of participants mentioned the importance of encouraging transportation investments to benefit local economies. Overall, improving aesthetics was raised as an economic development issue nearly as frequently as providing access to jobs and other typical economic development concerns.

Finally, a number of participants suggested that the transportation system needed to be affordable and available to all users. This comment usually expressed a concern that existing patterns of transportation investment yield costs that are too high for some users. Affordability was also categorized as an issue of mobility and stewardship as well, reflecting an overlapping concern about the ability of Arizona residents to get between places quickly and efficiently.

Several quality of life issues identified by participants relate to the MoveAZ economic vitality objectives (Table 2.7). These issues are recognized in the plan and are addressed through the objectives of equitably distributing transportation to all areas of the State; encouraging the development of transit services that provide access to job centers; maintaining and expanding freight transportation and intermodal linkages; and maintaining and improving linkages between Arizona, other states, and Mexico. Each of these objectives was mentioned in at least one of the forums. A complete analysis of the overlap between the quality of life descriptions at each of the forums and the long-range objectives is in the following section.

**Table 2.7 Performance Factors and Long-Range Objectives for MoveAZ Economic Vitality Goal**

<b>Performance Factor</b>	<b>Long-Range Objectives</b>
Economic competitiveness	<ul style="list-style-type: none"> <li>• Maintain and expand freight transportation and intermodal linkages</li> <li>• Increase coordination of transportation planning with the economic development activities of state, regional, and local governments</li> <li>• Distribute transportation to all areas of the State equitably.</li> </ul>
Accessibility	<ul style="list-style-type: none"> <li>• Maintain and improve truck linkages between Arizona, other states, and Mexico</li> <li>• Maintain and improve access to major tourist destinations</li> <li>• Encourage the development of transit services that provide access to job centers</li> </ul>

### Comparing Quality of Life Descriptions to Long-Range Objectives

Overall, participants at the regional public forums raised quality of life issues that were consistent with the long-range goals and objectives generated for MoveAZ. These goals and objectives were generated through an analysis of previous planning studies. Table 2.8 provides an overall analysis of the long-range objectives raised at each of the forums categorized by MoveAZ performance factor. Performance factors provide a means to group objective during analysis.

- Access and mobility were mentioned frequently at each of the forums. The related objectives under connectivity and accessibility were mentioned somewhat less frequently, but still were noted in many of the forums.
- Participants raised nearly every safety objective at each of the forums.
- Resource conservation and environmental protection objectives were well covered in most of the forums. Participants were primarily interested in aesthetics, however, which is categorized under context sensitive solutions.

**Table 2.8 Performance Factor Validation by Regional Forum**

Performance Factor	Casa Grande	Flagstaff	Lake Havasu City	Phoenix	Tucson	Willcox	Winslow	Yuma
Accessibility	●	●	●	●	●	●	●	●
Mobility	●	●	●	●	●	●	●	●
Reliability	○	●	●	○	○	○	○	●
Connectivity	○	●	●	●	●	○	●	●
Safety	●	●	●	●	●	●	●	●
Resource Conservation	○	●	○	○	●	○	○	○
Environmental Protection	●	●	●	●	●	○	○	○
Context Sensitive Solutions	●	●	●	●	●	○	●	●
Preservation	○	●	○	○	○	○	○	○
Economic Competitiveness	○	○	○	●	○	○	○	●

- Most or all long-range objectives raised at this forum.
- Less than one-half of long-range objectives raised at this forum.

- Preservation and economic competitiveness issues were mentioned less frequently, as described above. Across all the forums, however, participants raised issues related to each of the objectives.
- Most importantly, across all forums, no long-range objective was left unmentioned.

## Prioritizing Issues and Concerns

The final question asked of participants at the forums was intended to help identify and prioritize issues for MoveAZ. Participants were asked to describe: 1) aspects of the Arizona state transportation system that are working well, and 2) issues that need to be addressed. These statements were written down, and then ranked by each of the participants. Participants were allowed to select their top five most important concerns and top five aspects they liked.

This process provided a means to identify key issues without asking participants to rank specific MoveAZ goals or performance factors. The analysis included coding these very specific statements into the more general areas of concern represented by each of the MoveAZ goals and performance factors.

This section provides an analysis of the statements and rankings that described the issues that participants felt Arizona needed to work on. The analysis focuses on two key pieces of information that were coded from the comments made by participants: 1) the particular long-range goal, performance factor, or other general issue to which the comment relates; and 2) a more detailed coding of the key issues raised. The following section presents an analysis of the aspects of the transportation system that participants claimed worked well.

Responses to the question “what issues need to be addressed” were coded into the performance factor they most clearly resemble. A number of participants’ issues did not neatly fit into one of the 10 factors. In these cases, the statements were coded as one of the following four additional concepts:

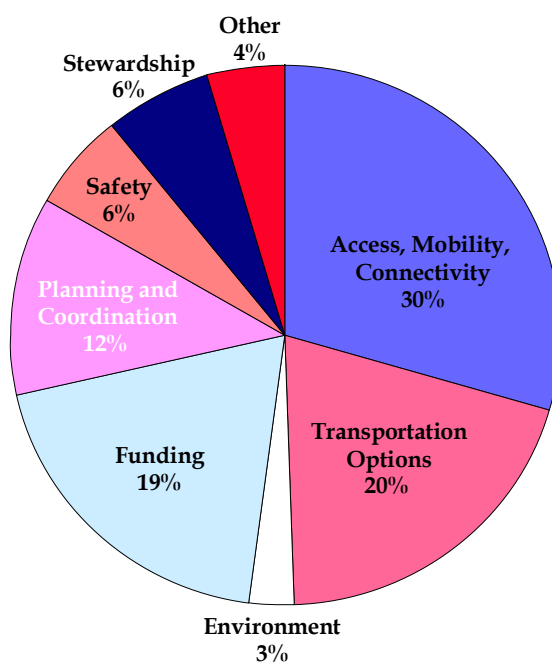
1. **Transportation options** – The need to invest in additional transportation modes;
2. **Funding** – The need for new funding or to redistribute funding more fairly;
3. **Planning and coordination** – Planning concerns included investing more in planning, conducting improved public involvement, and coordinating with other agencies (e.g., regional governments, land use planning); and
4. **ADOT organization** – Concerns about the structure of the ADOT organization, such as the districts, the transportation board, or the headquarters office.

### ***Overall Concerns Across All Forums***

Participants at the forums raised hundreds of separate concerns (Figure 2.3). Using the coding scheme outlined above, the following general statements about these concerns can be made:

- Mobility, access, and connectivity topped the list of issues raised across the forums, with just under one-third of all participants raising concerns about the ability to travel quickly and efficiently or access particular cities, recreational activities, employment, or other opportunities.
- Transportation options concerns were raised by one-fifth of the forum participants.
- Approximately one-fifth of forum participants ranked funding as a major concern, focusing primarily on the distribution of transportation funds around the State.
- Planning and coordination issues were the fourth most frequently raised concerns across the forums. These statements reflected concerns about the lack of coordinated transportation and land use planning.
- Concerns about the environment, safety, and stewardship of the system received some support, but substantially less than the previous four issues. Other issues, including economic vitality and ADOT organizational issues, received little support in the ranking process.

**Figure 2.3 Distribution of Participant Concerns Across All Forums**



The statements made in response to this question also provided detailed information that reflects how the forum participants would like the transportation system to operate. This section presents an analysis of some of this more detailed information for each major issue.

The following sections describe how participants ranked their concerns for each of a number of performance factors or general issue areas. The percentages listed reflect the relative importance of a given sub-issue within each of those general areas. They should not be interpreted as how individual issues were ranked out of all possible issues.

### *Access, Mobility, and Connectivity*

Roughly three-quarters of participants' selections for these three issues dealt with mobility. These mobility issues were driven by suggestions of new roads, bypasses, road widening, passing lanes, and other similar projects.

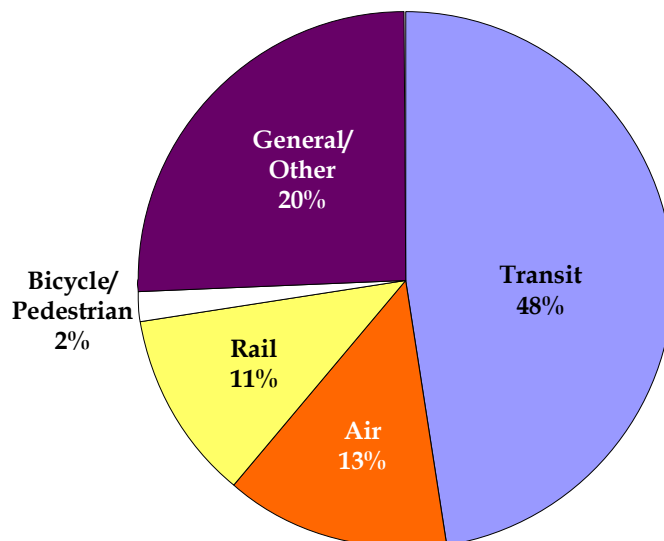
Though many of the mobility issues focused on particular road projects, participants were also concerned about increasing truck traffic and its impact on mobility, safety, and other issues. Participants also raised issues related to access management, construction management, and inconsistent speed limits; though, overall, these received less support during the ranking.

The issue of rural connectivity was raised at several of the forums, and received especially strong support in Lake Havasu City. Participants at this forum were concerned that the cities in the "Golden Triangle" are not well connected, increasing travel times, accidents, and business costs.

A number of other access and connectivity issues was raised at the forums, including new interchanges, further development of the HOV system, improved intermodal connectivity, and better connections to borders (both domestic and foreign). Among access and connectivity issues, these issues received fairly similar levels of support from forum participants.

### *Transportation Options*

The second most frequently selected issue across all of the forums was the need to develop additional transportation options (Figure 2.4). Roughly one-half of these selections were calls for additional transit service, which were especially strong in Phoenix, Tucson, and Flagstaff. Participants at the Lake Havasu City forum also showed relatively strong support for improved transit options, ranking it nearly as high as the more urbanized areas.

**Figure 2.4 Distribution of Participant Concerns About Transportation Options**

Air and rail service improvements were the next most frequently raised transportation option issues. Forums held outside the Phoenix region were more concerned about the availability, cost, and frequency of air service; with these concerns especially strong in Winslow and Yuma. At the forums held in Willcox, Casa Grande, and Lake Havasu City, air service was also raised and received substantial support. Rail issues were raised most frequently in cities along the I-10 Phoenix to Tucson corridor, with Casa Grande and Tucson both supporting additional investment in rail. These issues received some support at the Lake Havasu City and Yuma forums as well.

Participants at the Phoenix and Tucson forums were especially strong in their support for a general increase in transportation options. Several participants made general comments about the need for additional choices that would increase the overall mobility of the population.

### ***Funding***

The two major funding issues raised at the forums were: 1) the need for additional funding to support the transportation system, and 2) a desire for a more equitable distribution of funding among Arizona's regions. Each of these points was raised in about 40 percent of the funding issues.

In addition, several statements at the forums suggesting specific sources of new funding received some support from participants. A number of participants in Phoenix, Tucson, and Flagstaff supported levying additional taxes or fees to fund transportation improvements. In Phoenix and Tucson, roughly 15 percent of the funding issues that received support from participants were related to new taxes or fees. In Flagstaff, nearly 10 percent of the funding issues were related to taxation.

Toll roads were raised as an option in several forums, especially in Lake Havasu City. This occurred both during the quality of life discussion and the listing of major concerns. When participants were asked to rank these issues, however, toll roads did not receive a lot of direct support.

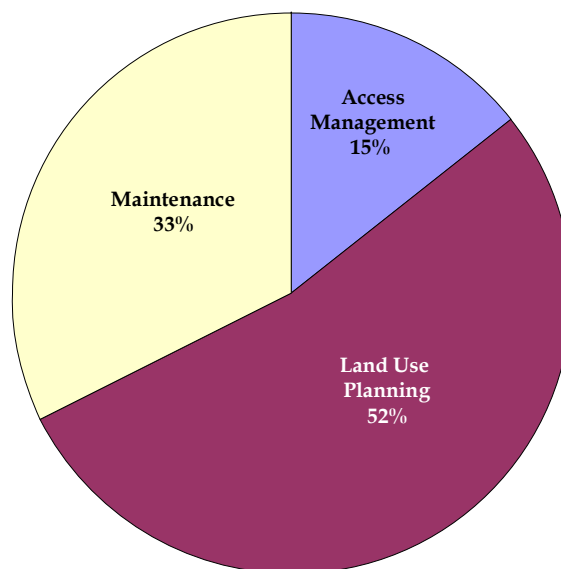
Participants at several of the regions supported additional funding for particular transportation modes. There was relatively strong support for transit funding in Tucson and Willcox, each of which received roughly 15 percent of the support for funding issues. In Casa Grande, nearly one-quarter of the support for funding specifically noted funding for air service.

### ***Stewardship***

Stewardship issues were not ranked highly at any of the forums (Figure 2.5). When they were selected by participants, three basic issues were raised: 1) coordinated land use and transportation planning; 2) access management; and 3) maintenance. Coordinated land use and transportation planning was the most frequently mentioned of the three; and was most frequently selected in Phoenix, Flagstaff, and Casa Grande.

Maintenance concerns were selected less frequently and were almost always directed towards concerns about litter, snow removal, and similar concerns; rather than pavement or bridge conditions. Access management was raised at several forums and was ranked highly at the Lake Havasu City forum, relative to other stewardship issues.

**Figure 2.5 Distribution of Participant Concerns About Stewardship**



## *Safety*

Most of the comments raised about safety were very general in nature. Some of the specific safety-related concerns that were raised include the following:

- Increasing the availability of emergency phones in rural areas (especially in Lake Havasu City, Flagstaff, and Casa Grande);
- Special concerns about the safety of bicyclists and pedestrians (especially in Phoenix and Yuma);
- Concerns about natural and human hazards, including snow removal and conflicts with trucks and rail (especially in Tucson and Winslow); and
- A general concern for reducing the number of fatalities and accidents (especially in Flagstaff and Phoenix).

## *Environmental Concerns*

Participants at the regional public forums usually ranked environmental concerns lower than others. Environmental issues were slightly stronger in Winslow, Flagstaff, and Phoenix than at other forums, but the differences were small.

When environmental issues were raised, they tended to concern the following four main issues:

1. The scenic and aesthetic quality of Arizona's roads was noted in most of the regional forums and received support in several of them;
2. The need to reduce air pollution received strong support at the Phoenix forum, relative to other environmental issues;
3. Concerns about protecting wildlife received support in Flagstaff, and Winslow to a lesser extent; and
4. The value of context sensitive design in building transportation facilities received support in Flagstaff.

## **Prioritizing Aspects of the Transportation System That Work Well**

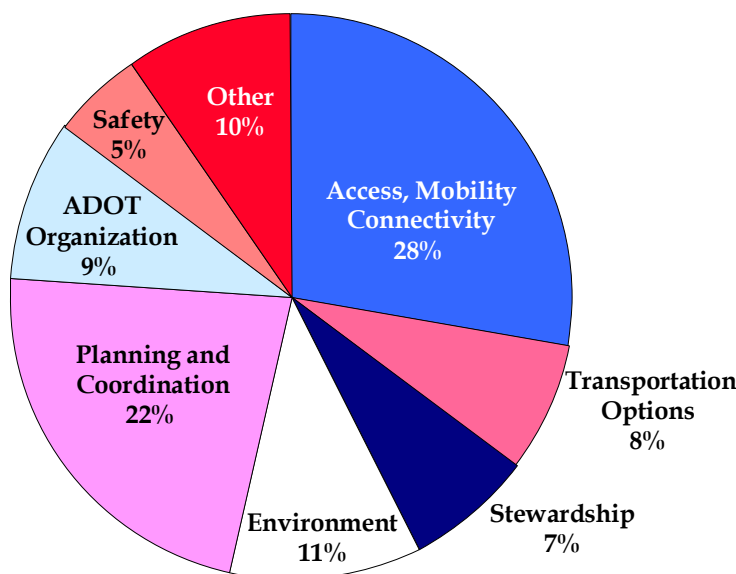
The other part of the third question asked participants what aspects of the transportation system work well. As with the issues and concerns, participants listed a number of things that they liked about the transportation system, and were then asked to prioritize them. This section provides an analysis of the responses to this question.

Participants at most of the forums were somewhat more interested in describing concerns than things that worked well. On average, participants identified nearly twice as many



concerns as things that work well. The aspects of the transportation system that participants described as working well complimented the issues and concerns quite closely (Figure 2.6).

**Figure 2.6 Distribution of Participants' Best Liked Aspects of the Transportation System**



Again, mobility and access were among the key participant selections for what works well with the transportation system. These selections reflected support for the Phoenix loop system (which received support at several forums), bypasses in particular towns, passing lanes, highway widening projects, and other similar investments. Because forum participants were concerned about mobility on their roads, they were very supportive of mobility investments.

Similarly, participants who suggested that transportation options were something that worked well were referencing specific recent investments, such as new transit investments in Lake Havasu City, the bus system in Tucson, the possibility of new air service in Casa Grande, direct access to park-and-ride lots in Phoenix, and other similar issues. Again, transit and air transportation were the two most frequently noted transportation options, though several participants ranked bicycle and rail options.

Participants who felt that ADOT was a good steward of the roadway system identified roadway maintenance as something ADOT does well. The use of rubberized asphalt was also ranked highly in several forums, at least in part because of the reduction in noise.

Noise was raised as a purely environmental issue somewhat less frequently than scenic and aesthetic improvements. Participants in all of the forums noted this as the main

environmental issue that ADOT was doing a good job with, citing particular roads that they found to be especially high quality.

Participants ranked planning and organizational issues among the things that they felt ADOT has done the best job with. Forum participants tended to support several of ADOT's planning and organizational activities:

- The MoveAZ public involvement process received substantial support at a number of the forums. Participants were especially pleased that they were included at an early stage of plan development.
- ADOT also received support for recent attempts to coordinate with other regional and local governments, including recent outreach to Native American communities. In Winslow and Yuma, ADOT was commended for its general responsiveness to the region.
- Participants at several forums praised the makeup of the transportation board and the fact that they conduct their meetings all across the State. Support for the transportation board was especially strong in Willcox, Winslow, and Yuma.
- At roughly one-half of the forums, several participants indicated their support for the ADOT district system.

A wide variety of safety issues was raised that participants felt ADOT had been doing a good job on. These included construction zone management; incident management and on-road service; road treatments, such as rumble strips; and signage. None of these issues received much more support than any other.

## ■ 2.3 Summary of Surveys

In addition to being led through the discussions summarized in previous section, participants filled out a simple survey that asked for their level of agreement with 15 statements relevant to the MoveAZ plan. Table 2.9 presents the total attendance at each forum and the number of usable responses received at each of these forums.

This section provides a brief overview of some key points raised in the surveys. The types of questions were grouped into five basic issues: 1) safety, 2) multimodal concerns, 3) system connectivity, 4) environmental issues, and 5) maintenance. Section 2.4 connects the analysis of the surveys to the material generated at the regional forums.

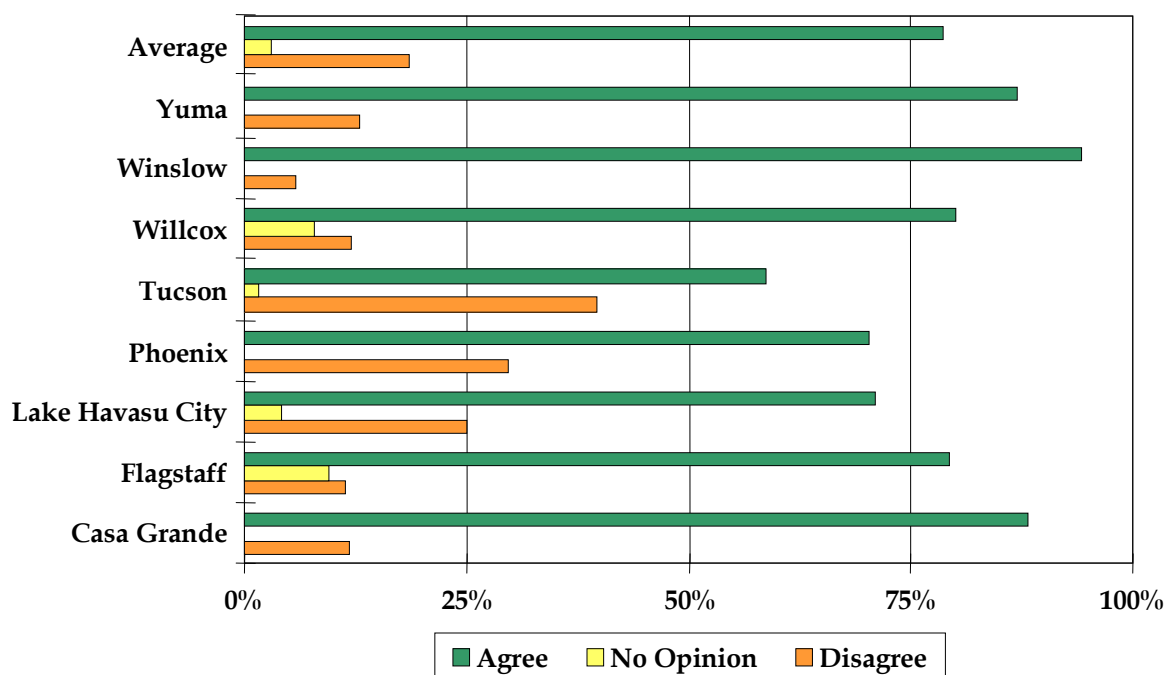
**Table 2.9 Attendance and Survey Responses for MoveAZ Regional Public Forums**

<b>Forum</b>	<b>Attendees</b>	<b>Surveys</b>
Casa Grande	46	42
Flagstaff	67	53
Lake Havasu City	64	48
Phoenix	56	37
Tucson	71	58
Willcox	33	25
Winslow	20	17
Yuma	40	31
<b>Total</b>	<b>397</b>	<b>311</b>

## Safety

The survey included three safety-related questions, including overall perception of safety on the system, availability of information about weather and roadway conditions, and conflicts between automobiles and rail. Overall, respondents felt quite safe on the system, with an average of over 75 percent of respondents agreeing or strongly agreeing that they feel safe on the transportation system (Figure 2.7). Respondents from the two major urbanized areas of the State noted that they felt safe somewhat less often than those in rural areas, as did respondents from Lake Havasu City. Several participants at the Lake Havasu City forum raised safety concerns regarding State Route 95.

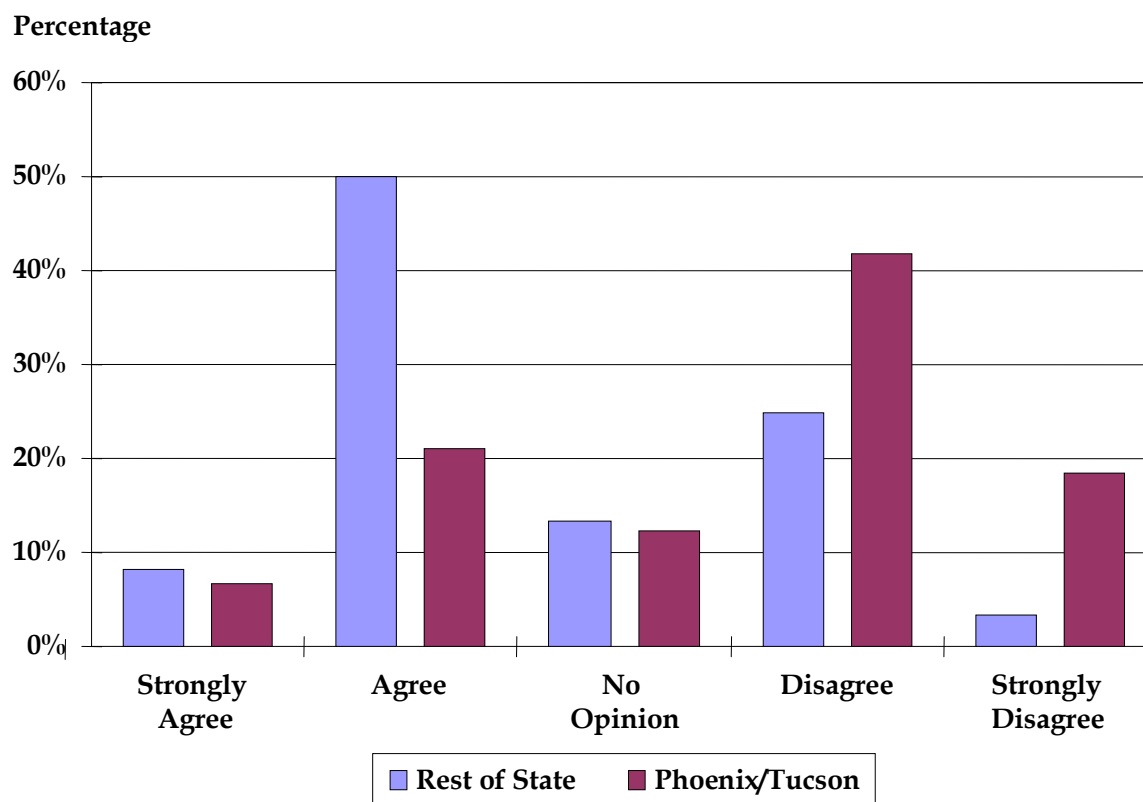
**Figure 2.7 Responses to the Statement: “Overall, I Feel Safe Driving on the Highway System in this Region”**



Everywhere, but Phoenix and Tucson, most respondents felt that rail-auto conflicts were not a major source of concern (Figure 2.8). In those two cities, the majority of respondents felt that rail-auto conflicts were a serious source of concern.

On average, over one-half of survey respondents felt that there is enough information available to travelers about weather and road conditions. Another 25 percent had no opinion. Respondents around the State had similar responses to this question.

**Figure 2.8 Responses to the Statement: “Rail and Vehicular Traffic Co-Exist in this Region and Do Not Pose a Major Safety Issue”**



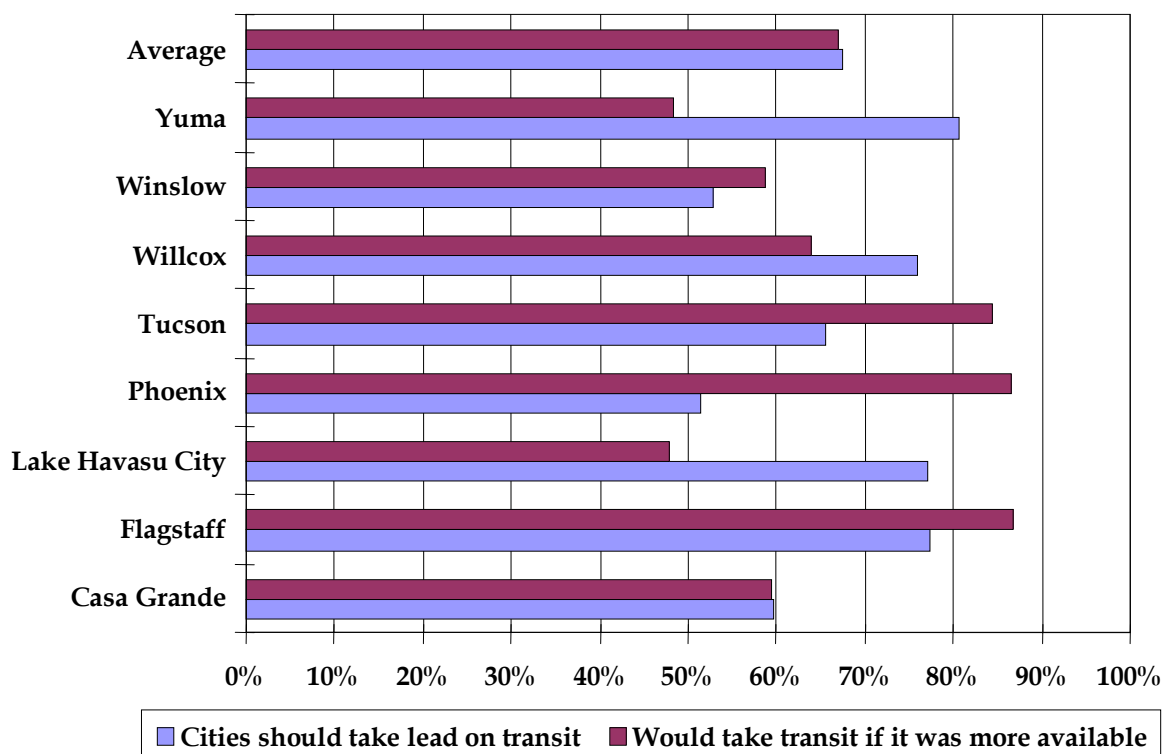
## Multimodal Issues

Several questions queried respondents' interest regarding multimodal issues, including two transit-related questions, two air service questions, and a question regarding bicycle and pedestrian travel.

A substantial majority (over 65 percent) of respondents felt that cities should take the lead on planning and developing transit. Phoenix was somewhat of an exception, with 35 percent of respondents suggesting that another agency should play that role. Even in Phoenix, though, over 50 percent of respondents agreed that cities should lead transit operations and implementation.

A similar percentage of participants said they would take transit if it was more frequent and convenient. Figure 2.9 provides the percent of survey respondents who agreed with both of these statements. In Phoenix, Tucson, and Flagstaff, there was strong demand for transit services; but, across the State, most respondents suggested they would use transit if it was convenient.

**Figure 2.9 Percent of Respondents Agreeing to the Survey Statements Regarding Transit**



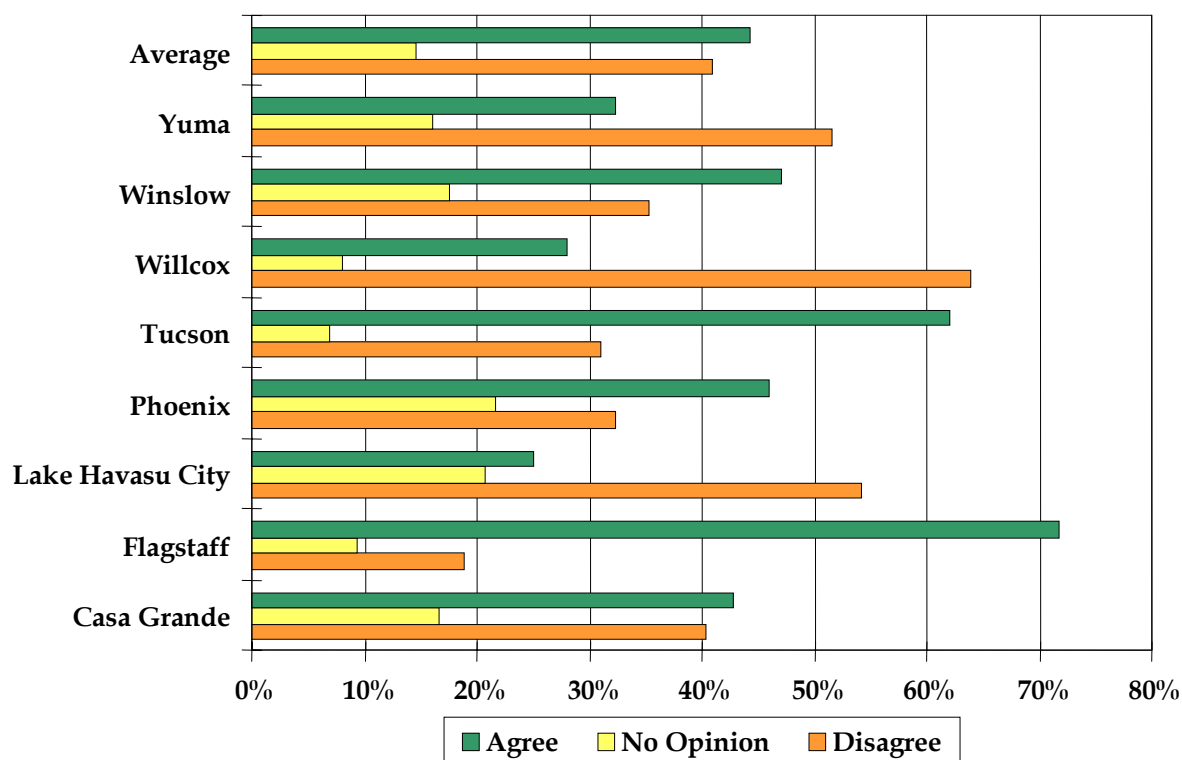
When questioned about air service, only about one-half of all attendees said they would chose to fly if it was more convenient. Over 80 percent of respondents statewide did think that the MoveAZ plan should address regional air service issues, however. Responses to the question, “should the long-range plan contain strategies to support airports in this region?” ranged from 70 to 100 percent in favor, depending on the forum.

Finally, respondents were split as to the priority of bicycle and pedestrian travel on the state highway. About one-half thought this should be a priority, but the responses varied greatly by location. In Flagstaff, over 70 percent of respondents thought these alternative modes should be considered, but in Lake Havasu City, Willcox, and Yuma, only 25 to 30 percent agreed with this statement (Figure 2.10).

## Access and Mobility

Two questions dealt with issues that relate to the access and mobility goal area. The first asked if respondents felt that rural areas were well connected to the state transportation system. The second asked if ADOT should plan the transportation system to help improve economic opportunities.

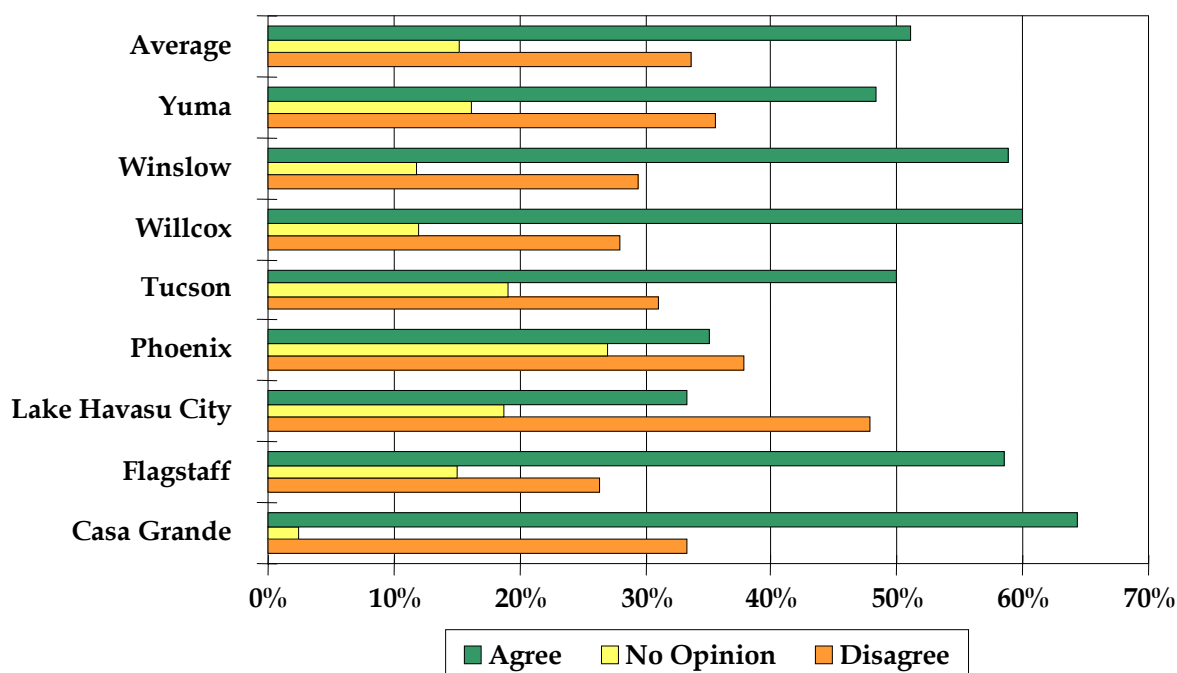
**Figure 2.10 Responses to the Statement: “Pedestrian and Bicycle Facilities Should Be Priorities on State Highways”**



On average, just over one-half of the respondents thought that rural areas were well connected to the state system (Figure 2.11). Responses ranged from a low of about one-third in Lake Havasu City and Phoenix, and a high of around 60 percent in Willcox, Winslow, and Casa Grande. In general, rural towns/cities that are fairly close to the major interstates thought they were better connected than those that were further away. Although only one-third of respondents in Phoenix thought that rural areas were well connected, over one-quarter registered no opinion. Only 37 percent thought that the areas were poorly connected.

Respondents were almost universal in the belief that ADOT should provide connections between the state highway system and economic opportunities. Between 70 and 80 percent of respondents at each of the forums agreed that economic development opportunities should be considered more in ADOT planning. Most of the remaining respondents had no opinion. Fewer than 10 percent suggested that the ADOT should do otherwise.

**Figure 2.11 Responses to the Statement: “Rural Highways Are Well Connected to Major Transportation Systems”**



## Environmental Issues

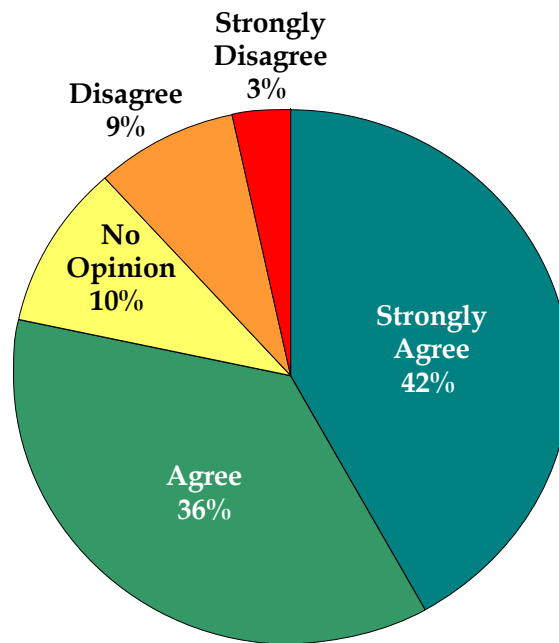
Four survey questions dealt with a variety of environmental issues, including landscaping, natural habitats, and historic sites; the impact of trucks on the environment, and the role of the transportation system in shaping urban growth. In general, participants at the regional forums evoked an environmental perspective. Large majorities at each of the forums suggested that ADOT should actively use the MoveAZ plan to help direct and manage population growth (Figure 2.12).

Similarly, three out of four respondents said they would tolerate some inconvenience to protect habitats, historic sites, and endangered species, with very little variation among the locations. The lowest level of agreement came in Willcox, where 56 percent of the respondents suggested they would tolerate some inconvenience.

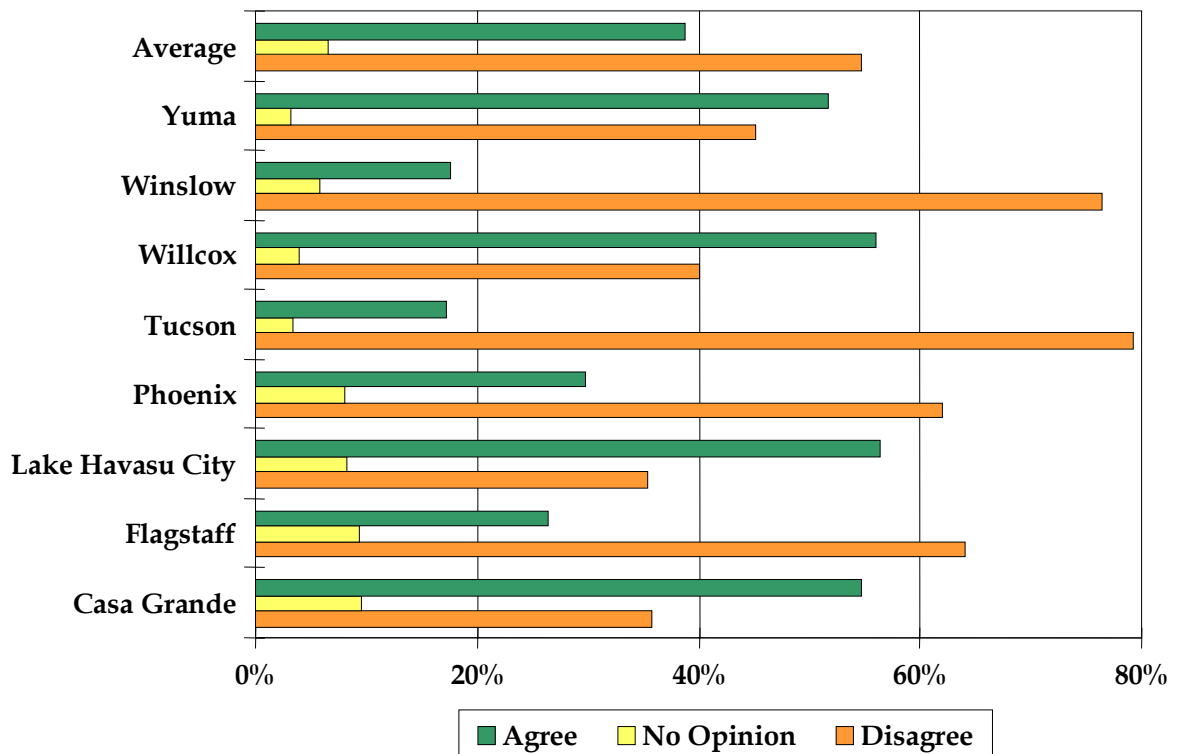
There was more variation in the responses to the other environmental questions. In four of the forums, a clear majority of respondents believed that ADOT should fund aesthetic improvements to roadways (Figure 2.13). In Lake Havasu, Casa Grande, and Willcox, however, a majority supported shifting any funding for aesthetics into building roads. In Yuma, respondents were nearly equally divided.



**Figure 2.12 Average Forum Responses to the Statement: “The Long-Range Plan Should Be Designed to Direct Growth to Appropriate Areas and Promote Smart Growth”**

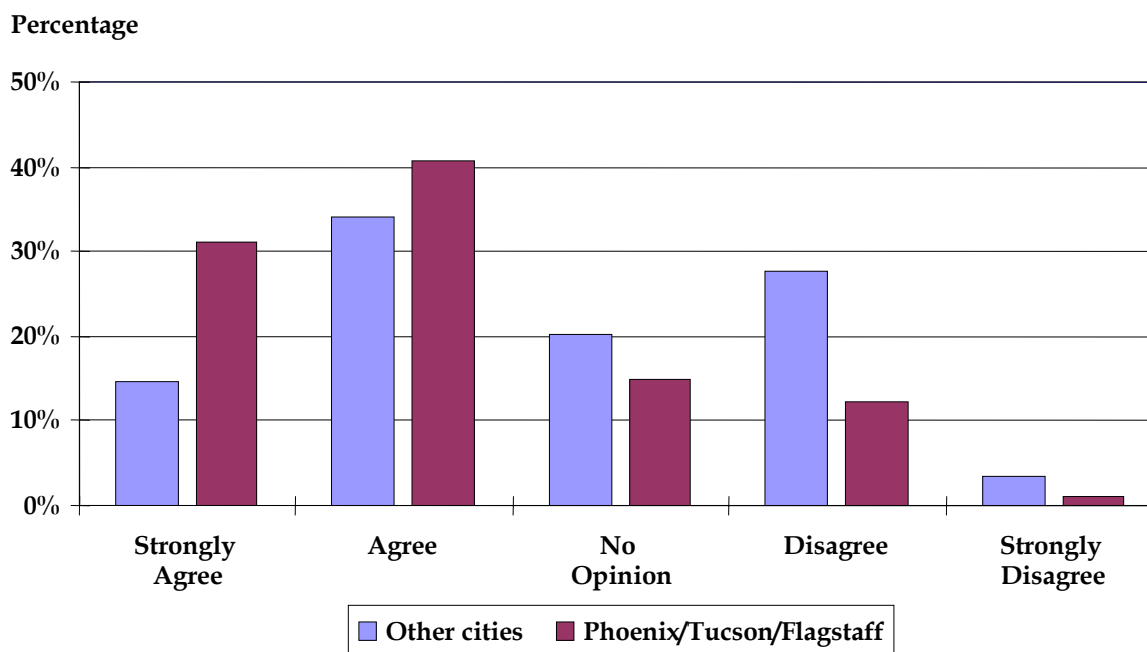


**Figure 2.13 Responses to the Statement: “I Would Rather Have More Roads Than Have Part of the Budget Go to Landscaping and Aesthetics”**



Finally, though respondents tended to believe that truck and freight rail movements caused environmental concerns, there was much stronger support for this idea in the more urbanized areas of Phoenix, Tucson, and Flagstaff (Figure 2.14).

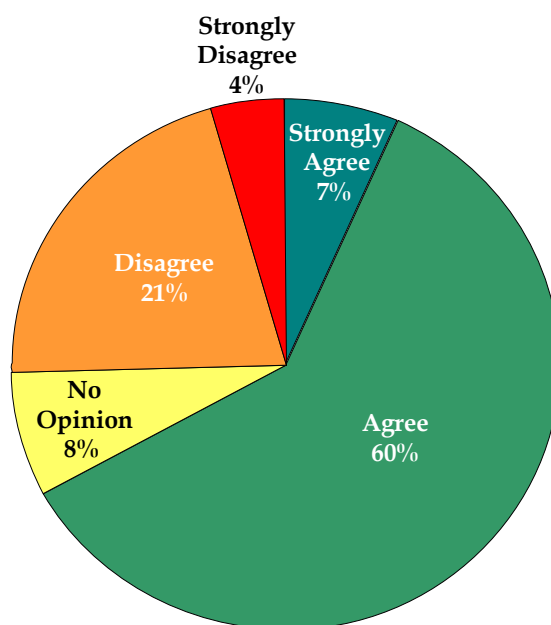
**Figure 2.14 Responses to the Statement: “Truck and Freight Rail Movements Are a Major Environmental Issue in this Region”**



## Maintenance

One survey question dealt with maintenance issues on the state highway system. Specifically, respondents were asked if they felt that the overall maintenance of the state highway system was good (Figure 2.15). An average of 67 percent of the respondents at all the forums agreed that the overall maintenance on the state highway system was good. About 25 percent disagreed, while the remainder of the respondents had no opinion. During the forums, maintenance and preservation were also the least frequently raised issue when participants were discussing quality of life concerns. Verbal comments made by forum participants, as well as their response to the written survey questions, may reflect an expectation that ADOT will continue to maintain its roads at a high level.

**Figure 2.15 Responses to the Statement: “The Overall Maintenance of State Roadways in this Region Is Good”**



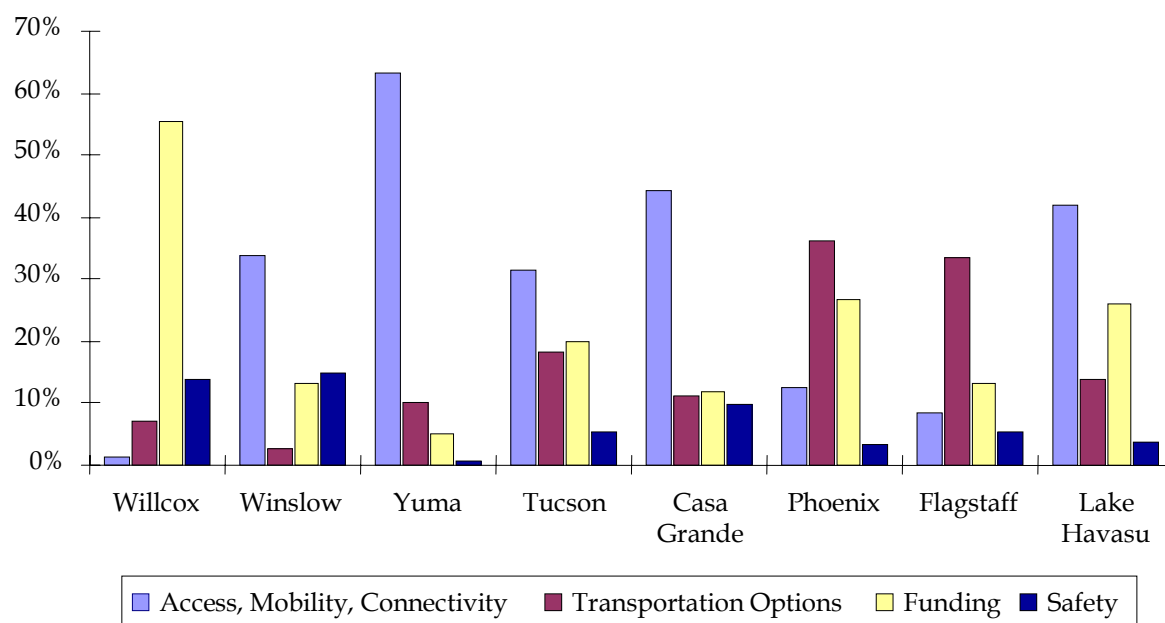
## ■ 2.4 Combined Analysis

One of the purposes of the first phase of Public and Stakeholder Involvement is to provide direction for setting priorities for the MoveAZ goals and weights for the performance factors. The forums provided several methods to gather this information, including the facilitated discussion and the survey. Together, these items provide a good sense of the direction that the forum participants would like to see for MoveAZ.

This section presents a combined analysis of all these data items. First, it examines the responses to the regional public forum questions and surveys. Then, it provides an overall assessment of the MoveAZ goals and objectives based on all the data received.

### Forum-Specific Concerns

Overall, though participants at the forums had many similar concerns, there were also substantial differences by forum. This section provides an analysis of the most important themes that were raised in each of the forums separately. Figure 2.16 shows the major concerns raised at each regional forum.

**Figure 2.16 Major Concerns by Forum Location**

Though access and mobility were the most frequently raised issue overall, some forums also raised other issues with similar frequency. In Phoenix and Flagstaff, transportation options were the largest concern; and in Willcox, funding was the dominant concern of participants. Funding issues were also raised above the average of the forums in Phoenix and Lake Havasu City. Safety issues were ranked as more serious concerns in Willcox, Winslow, and Casa Grande than in the other forums.

### ***Lake Havasu City***

Regional connectivity was the most strongly stated issue raised during the discussion of quality of life, the ranking of most serious concerns, and in the survey. Participants were concerned about the difficulty traveling between cities in the “Golden Triangle” of Kingman, Lake Havasu City, and Bullhead City. Several participants discussed the need for a new four-lane north/south corridor in western Arizona.

Three other issues were also raised at this forum:

1. Forum participants were concerned that western Arizona is not getting a fair share of state funding;
2. Survey responses from Lake Havasu City indicated that residents feel somewhat less safe on roads than most regions; and
3. Survey responses showed little support for bicycle and pedestrian improvements on state highways.

### ***Casa Grande***

Participants in Casa Grande thought the area well connected to the rest of the State. The main concern here was mobility, especially concerns about widening Interstate 10 between Phoenix and Tucson. In line with this, survey responses indicated a preference for spending transportation funds on new roads, and not on landscaping and aesthetics. Aesthetic issues were raised in the discussion of quality of life, but were not ranked highly during the prioritization of goals.

Participants in Casa Grande were especially in favor of improving air service to the region. This was clear in both the ranking of major concerns and in the survey, where nearly 90 percent of respondents thought that the MoveAZ Plan should contain strategies to support air service in the region.

Two other issues raised frequently during the ranking of goals were concerns about regional funding distribution and the need for coordinated planning for growth and development.

### ***Phoenix***

Phoenix forum participants were among the strongest supporters of transit options, as well as transportation choices in general. Phoenix participants were similarly supportive of HOV lanes and the park-and-ride system. Participants also raised concerns about funding that were related to providing funding for transportation choices. The survey supported these findings, with only one-half of respondents agreeing that cities should take the lead on public transit (the lowest of all eight forums). Though supportive of transit, Phoenix was somewhat less supportive of bicycle and pedestrian facilities on state highways.

Several environmental concerns were especially prevalent at the Phoenix forum. Participants ranked concerns about pollution more highly than in other forums. Similarly, survey responses indicated substantial concern about the environmental consequences of freight movements. Phoenix participants also showed some support for aesthetic improvements in both the quality of life question and the survey, but did not rank aesthetic concerns very highly as an issue they were concerned about or as something ADOT is currently doing well.

### ***Willcox***

Participants in Willcox were very concerned that their region was not getting its fair share of state funding. Along with this, there was surprisingly strong support for additional transit funding, in particular, for a rail connection from Willcox to Tucson and Phoenix.

Participants also had some concerns about safety, though these mainly reflected concerns about conflicts between agricultural and mining equipment and automobiles. When asked if, overall, they felt safe on the road, however, over 80 percent of survey respondents agreed. Similar concerns were not raised about conflicts between freight and

passenger traffic, with over 60 percent agreeing that these two types of traffic co-exist in the region.

Two other responses to the survey were of interest in Willcox. First, only a few of the respondents (28 percent) thought that bicycle and pedestrian facilities should be a priority on state routes. Second, a majority of participants in Willcox believed that rural areas are well connected to state transportation system.

### *Winslow*

Participants at the Winslow forum ranked most of the issues they raised relatively equally. Distribution of transportation funding was ranked somewhat more highly, but this concern did not overwhelm other issues. As in other forums, mobility concerns were among the strongest, but concerns about safety and planning were also prevalent. In particular, several participants raised concerns about the extent of outreach to Native American communities in the region.

Several survey responses from Winslow provided the following additional information about priorities in northeastern Arizona:

- Respondents were most likely to indicate that they feel safe on the transportation system, with over 90 percent agreeing;
- A majority of respondents think that rural areas are well connected to the state transportation system; and
- Respondents in this area strongly prefer roads to aesthetic improvements, reflecting the relative importance of mobility in this area.

### *Flagstaff*

Participants in Flagstaff provided strong support for transportation options, and transit in particular. Over three-quarters of survey respondents thought that cities should take the lead on building and operating transit systems, however. Survey respondents also supported providing improved bicycle and pedestrian facilities on the state highway system, with nearly three-quarters of respondents supporting these alternate modes.

Environmental and stewardship issues were raised somewhat more frequently than at other forums. The two key stewardship issues raised were access management concerns and land use planning issues. Flagstaff forum participants were especially concerned about state routes that pass through towns, and the need for coordinated planning on those roads.

On the environmental side, there was strong support for providing additional wildlife corridors and other protections for wildlife. Survey responses indicated substantial concern about the environmental consequences of freight movements, with over 60 percent

agreeing that these posed a problem for the region. Flagstaff participants were also among the most likely to support spending transportation funds on aesthetic improvements.

Flagstaff forum participants raised concerns about planning and the public involvement process more frequently than most other forums. This issue ranked among their top three concerns, with issues raised relating to the degree of coordination with regional transportation and land use planning, and concerns that public involvement materials would not be used to help shape the plan.

### *Tucson*

Participants at the Tucson forum raised serious concerns about increasing truck traffic during the ranking of issues and concerns. This was also reflected in two freight-related survey questions. Less than 20 percent of survey respondents thought that freight and passenger traffic were co-existing in the region, and over 80 percent thought that truck traffic had substantial environmental consequences.

Forum participants also provided strong support for transit and transportation options, including a willingness to pay some additional taxes to raise funds. A majority of survey respondents did think that cities should take the lead on transit, but it was below the average across all forums. Similarly, a majority of Tucson participants tended to favor investing in bicycle and pedestrian facilities on state highways.

Of all the forums, survey respondents from Tucson were least likely to feel safe on the state transportation system. A small majority of Tucson respondents (58 percent) said they felt safe on the state transportation system, compared to 78 percent across all of the forums.

Tucson participants also raised concerns about the extent of coordination between ADOT and regional planning organizations.

### *Yuma*

Mobility was the number one concern raised at the Yuma forum, and was raised more frequently there than at other forums. Many of the specific comments in both the quality of life and the ranking of concerns related to several specific road projects that participants thought would help the mobility of their area. As in Flagstaff, Yuma participants were particularly concerned about developing a four-lane north/south corridor in western Arizona. In a similar vein, less than one-half of survey responses from Yuma indicated that rural areas are well connected to the state transportation system.

Participants in Yuma provided somewhat less support for transportation options than at other forums. Major concerns about transportation options tended to revolve around the need for air service, with somewhat less support for transit or bicycle and pedestrian modes. Survey responses reflect this split. Over 80 percent of Yuma respondents agreed that that cities should take lead on transit, and only 30 percent thought that pedestrian and bicycle facilities should be a priority on state highways. Nearly 90 percent supported

developing strategies in the long-range plan to support regional airports, though this question received consistent support across all of the forums.

Maintenance concerns were raised with somewhat greater frequency during both the quality of life discussion and the ranking of issues and concerns than at other forums. In response to the survey, however, a majority of Yuma participants thought that the roads were well maintained.

## Ten Directions from Phase I

The regional public forums and focus groups produced a large quantity of qualitative material for the MoveAZ Plan. The purpose of this report is to quantify and analyze this information to the greatest extent possible. The following 10 lessons provide a summary of the main points raised across the forums, surveys, and focus groups:

1. **Arizonans are particularly concerned about access and mobility.** Across all the forums, mobility ranked as the primary concern. This concern took numerous forms, including reducing travel time or congestion, building or improving particular roads to improve access to cities, reducing conflicts between automobiles and trucks, and many related actions to improve ease and efficiency of movement.
2. **Arizonans would like more transportation options, but are unsure of ADOT's role.** Transportation options were the second most frequently raised concern at the forums, but there was substantial variation from forum to forum. Many of the forums held in larger cities focused on the need for new transit options, while forums in smaller cities and rural areas tended to focus on air service. Responses for the surveys indicated that forum participants felt, overall, that local areas should take the lead on transit, though it is clear that they think ADOT should also play a role. Similarly, the aviation focus group specifically noted that they do not recommend or expect state-subsidized air service, but would like ADOT to advocate for their interests, as well as providing intermodal connectors to support air freight service.
3. **Arizonans think their roads are well preserved and maintained.** Participants raised some concerns about litter, snow removal, and related issues, but only rarely mentioned specific maintenance issues, such as pavement quality, bridges in disrepair, or related concerns. Over two-thirds of respondents to the survey thought that state roads are well maintained.
4. **Overall, Arizonans feel safe on their roads.** Though there are obvious concerns about particular locations and safety issues, most Arizonans felt safe on their roads. Safety was raised as an important goal of the transportation system, but most of these comments were very general. Participants at the forums and the focus groups (especially commercial vehicle operators and bicycle and pedestrian groups) raised concerns about increasing conflicts between automobiles and trucks or farm equipment. At the forums, participants also suggested that ADOT should improve incident management and reduce accidents, but these concerns did not receive much support when ranked



by participants. Similarly, when asked if they generally feel safe on the roads, over three-quarters of forum participants said that they did.

5. **Environmental issues were raised more frequently in some areas than in others.** Across the forums, environmental concerns were raised relatively less frequently than other issues. Phoenix participants raised air pollution and trucking issues, Tucson participants raised concerns about trucking, and Flagstaff participants raised wildlife concerns. Participants from several focus groups, including environment, transit, and bicycle and pedestrian groups, argued that investment in alternate modes could provide substantial benefits for the environment. The one environmental issue mentioned most frequently at the forums was the aesthetics of roadways. Participants in both the forums and focus group drew connections between aesthetic investments and economic development as well.
6. **Arizonans would like there to be a stronger connection between transportation and land use planning.** Land use planning concerns were raised at each of the forums and were especially prevalent in Phoenix, Flagstaff, and Casa Grande. Large majorities of survey respondents thought that transportation should be designed to direct growth to appropriate areas and promote smart growth. Similarly, land use issues were a frequent topic of discussion at several of the focus groups, especially the transit, bicycle, and pedestrian groups. These participants felt that transit investments will only be successful when transportation and land use planning are conducted to support one another.
7. **Arizona faces new economic development issues, especially regarding freight.** Goods movement was often raised at the forums as a safety concern, reflecting increasing conflicts between automobiles and trucks. Several participants, however, suggested that goods movement plays an important role in the future economy of Arizona that ADOT should support. This was reflected in comments made at several focus groups, including the commercial vehicle operator, aviation, and economic development groups. Participants in these three focus groups suggested that Arizona's economy is rapidly becoming more reliant on production and distribution activities, and could potentially become a major center for air and land freight shipment and distribution.
8. **Arizonans are concerned about the availability and distribution of funding.** Funding for transportation was one of the most frequently raised concerns at the forums and in some of the focus groups. Forum participants were generally concerned that their area was not receiving its fair share of funding; though, at a couple forums, ADOT was commended for the work it had done in that region. To a lesser extent, forum participants were also concerned about the overall availability of funding in Arizona, especially the level of funding the State receives from the Federal government.
9. **The strategic direction for MoveAZ captures the major concerns of Arizonans.** Overall, this analysis suggests that the long-range goals and objectives capture the major concerns facing Arizonans. Across all the forums, participants raised issues that related to each of the specific objectives identified for the MoveAZ strategic direction.

Each of the forums varied in its support of particular goals and objectives, but these goals and objectives appear to describe the transportation issues facing Arizona.

10. **Arizonans would like to continue to be consulted about transportation planning.** At several of the forums and focus groups, participants congratulated ADOT on talking with them about the long-range plan early in the process. They would like to continue to be involved in this planning process and future planning processes, and hope that their input will be reflected in the final plan.

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## **3.0 Intermediate Partnering Events**

## 3.0 Intermediate Partnering Events

The *intermediate partnering phase* of the public involvement process was implemented to develop an understanding of the types of solutions and strategies that Arizona’s citizens and stakeholders would like to see included in the State’s long-range transportation plan. The *intermediate partnering phase* captured:

1. Regional perspectives, using regional solutions forums, to assess the types of projects and policies that should be incorporated in the MoveAZ Plan; and
2. Stakeholders’ perspectives regarding the Arizona transportation system through three additional stakeholder focus groups.

The outcome of the *intermediate partnering phase* was the identification of potential projects and policies that Arizonans envision for the State’s future transportation system. This section of the report presents a detailed review of the information collected from the *intermediate partnering events*, including stakeholder focus groups and regional solutions forums.

State legislation (House Bill 2660) requires the development of weights be applied to performance factors to support development of the MoveAZ plan. Performance factors will capture the basic concepts (e.g., mobility, preservation, safety, etc.) that guide the evaluation of projects for inclusion in the long-range plan. Weights will be applied to each of the factors to capture the relative importance of particular factors. The suggestions raised at both the *initial* and *intermediate partnering phases* helped guide the development of these weights.

### ■ 3.1 Focus Group Summary

During the *initial partnering phase*, ADOT conducted Stakeholder Focus Groups to capture the particular interests of various users of the transportation system. In total, nine meetings were conducted with various interest groups. Due to strong interest expressed by several groups in the *initial partnering phase*, ADOT conducted the following additional stakeholder focus groups during the *intermediate partnering phase*:

- Native American communities;
- Transit providers and users; and
- Commercial Vehicle Operators (CVO), Economic Development, and Aviation interests.

Each Stakeholder Focus Group included a presentation of the research and findings to date, review of information gathered during the *initial partnering phase*, and a facilitated discussion of issues relevant to the stakeholders' perspective. Participants were asked to rank the key lessons identified during the *initial partnering phase* by order of importance to their interests, and were encouraged to provide feedback and comments during the facilitated discussions. The purpose of the focus groups was to identify solutions, including specific projects and policies that addressed the needs and concerns identified in the *initial partnering phase*. These solutions and others identified by ADOT were presented at the regional solutions forums.

The three Stakeholder Focus Groups included between 11 and 70 participants (Table 3.1), and were held in April 2003.

**Table 3.1 Attendance at Stakeholder Focus Groups**

<b>Focus Group</b>	<b>Attendance</b>
Native American	11
Transit	70
CVO/Economic Development/Aviation	17

Source: Cambridge Systematics, Inc.; and PSA, 2003.

This section summarizes the comments, concerns, issues, and possible solutions identified by participants in each focus group.

### **Native American Focus Group**

Eleven individuals representing Native American communities participated in the Native American Focus Group at the Pascua Yaqui Indian Reservation on April 16, 2003. Participants identified which of the 10 original key lessons were of highest importance to their interests, as shown in Table 3.2.

**Table 3.2 Importance of 10 Key Lessons to Native American Focus Group**

<b>Key Lesson</b>	<b>Votes</b>
Arizonans are concerned about the availability and distribution of funding	10
Arizonans are particularly concerned about access and mobility	9
Arizonans think their roads are well preserved and maintained	7
Arizonans would like a stronger connection between transportation and land use planning	7
Arizonans would like to continue to be consulted about transportation planning	5
Overall, Arizonans feel safe on their roads	4
Arizona faces new economic development issues, especially regarding freight	2
Environmental issues were raised more frequently in some areas than in others	1
Arizonans would like more transportation options, but are unsure of ADOT's role	0
The strategic direction for MoveAZ captures the major concerns of Arizonans	0

Source: Cambridge Systematics, Inc.; and PSA, 2003.

Overall, the Native American Focus Group was most concerned with coordination and funding. They would like to see ADOT proactively seek Federal (BIA) funding for Native American transportation systems, increase access for Native Americans to State funding sources and planning tools, and organize more community teams or task forces to increase coordination on transportation projects. The focus group also expressed great concern over access, mobility, and safety on Navajo Nation roads. During the group discussion, participants raised the following key issues:

- **Funding** – Tribal communities are concerned about the availability and distribution of funding. The current functional classification system makes it difficult for tribal projects to meet eligibility requirements for funding. Participants expressed that they would like ADOT to take a more active role in helping Native American communities gain access to State funding and transportation expertise.
- **Improved coordination** – The Focus Group participants noted that there needs to be better coordination and communication amongst tribal entities, ADOT, counties, and municipalities. This includes improved government-to-government policy and protocol and respecting tribal governments as peer entities to the State of Arizona.
- **Transportation planning** – Participants noted that all tribes need to be conducting long-range transportation planning, but do not have access to planning expertise. They also stated that ADOT needs to work with tribal communities to coordinate access with state highways and Navajo Nation roads.

- **Safety issues** – Participants noted that the fatality rate is three times higher than the rest of the State when traveling on reservation roads. Participants would like ADOT to help develop a system to get more tribal accident and traffic management data to the State.

The *intermediate partnering phase* differed from the *initial partnering phase*, in that, focus group participants were asked to recommend specific project and strategy solutions in which ADOT could address their concerns. Several types of projects were identified by the Native American Focus Group, including widening, alignment, and access improvements to freeways; expanding the use of ITS to identify tourism opportunities on tribal lands; and improving safety through such measures as expanding narrow shoulders, increasing signage, and adding rumble stripping.

## Transit Focus Group

Approximately 70 individuals representing transit interests participated in the Transit Focus Group as part of the Arizona Transit Association Conference in Tucson on April 21, 2003. Table 3.3 illustrates the significance of the 10 key lessons to the Transit Focus Group.

**Table 3.3 Importance of 10 Key Lessons to Transit Focus Group**

Key Lesson	Votes
Arizonans are concerned about the availability and distribution of funding	59
Arizonans would like a stronger connection between transportation and land use planning	40
Arizonans would like more transportation options, but are unsure of ADOT's role	30
Arizonans are particularly concerned about access and mobility	27
Arizonans would like to continue to be consulted about transportation planning	21
Environmental issues were raised more frequently in some areas than in others	7
Arizona faces new economic development issues, especially regarding freight	2
The strategic direction for MoveAZ captures the major concerns of Arizonans	2
Arizonans think their roads are well preserved and maintained	1
Overall, Arizonans feel safe on their roads	0

Source: Cambridge Systematics, Inc.; and PSA, 2003.

The Transit Focus Group placed great emphasis on the need for additional transportation options. This group recommended that ADOT provide rural-to-urban area transit to support education, jobs, and medical and other services; explore opportunities for

implementing alternative modes, including intercity transit; and recognize that building more lanes to meet capacity demands is a never-ending process. The participants also expressed concern about mobility and accessibility. They, too, noted that ADOT needed to focus more on coordination with other agencies, specifically with the Legislature; and help advocate changes that could result in additional transit funding for the State. Some of the issues raised by the Transit Focus Group included:

- **Funding** – Arizona’s rapid growth has put constraints on ADOT’s ability to maintain transportation infrastructure and the ability to identify new or enhanced funding sources.
- **Improved rural access and service** – There is a great need for transit services from rural areas to urban centers, especially to meet the needs of the elderly. ADOT could help fund these investments.
- **ADOT’s role in promoting transit statewide** – Participants supported a proportional distribution of funds to alternate transportation modes (i.e., light rail, buses, or bicycles would receive guaranteed funding). Participants suggested that there needs to be a separate division within ADOT dedicated to transit issues. Participants also encouraged ADOT to take the lead in promoting rail transit along the I-10 corridor between Phoenix and Tucson.
- **Cost benefit analysis** – ADOT should be a leader in transportation management by using benefit-cost analysis, encouraging travel using alternate modes, and considering qualitative and quantitative criteria that affect the State’s economy. Participants suggested that ADOT needs to have broader criteria to evaluate and select projects, specifically through total cost analysis and the evaluation of air quality, land use, public health, energy consumption, and economic vitality impacts. If all of these factors were quantified, participants believed that multimodal solutions would be less costly.

The Transit Focus Group also was asked to consider specific solutions or recommendations that would benefit the State’s transportation system. Several suggestions were made by the Transit Focus Group. The Group recommended that ADOT pursue, as a leader and an advocate, a multimodal approach to the State’s transportation system; examine the economic impacts of transportation projects and broaden the performance-based criteria to also consider economic and social issues; and work with other organizations to be a partner in developing the State’s transportation system.

## CVO, Economic Development, and Aviation Focus Group

Seventeen individuals representing CVO, economic development groups, and aviation stakeholders participated in the CVO/Economic Development/ Aviation Focus Group in Tempe on April 22, 2003. This focus group, a combination of three stakeholder groups who participated in the *initial partnering phase*, identified their top priorities as described in Table 3.4.



**Table 3.4 Importance of 10 Key Lessons to CVO/Economic Development/Aviation Focus Group**

Key Lesson	Votes
Arizonans are concerned about the availability and distribution of funding	25
Arizonans would like a stronger connection between transportation and land use planning	15
Arizona faces new economic development issues, especially regarding freight	14
Arizonans are particularly concerned about access and mobility	10
Arizonans would like to continue to be consulted about transportation planning	7
Arizonans would like more transportation options, but are unsure of ADOT's role	4
Arizonans think their roads are well preserved and maintained	0
Overall, Arizonans feel safe on their roads	0
Environmental issues were raised more frequently in some areas than in others	0
The strategic direction for MoveAZ captures the major concerns of Arizonans	0

Source: Cambridge Systematics, Inc.; and PSA, 2003.

Freight and economic development was the biggest concern for the CVO/Economic Development/Aviation Focus Group. Participants would like ADOT to consider the importance of freight transportation as it relates to economic development. Specifically they would like to see ADOT develop rail alternatives for goods passing through the State, explore opportunities for air freight, support development of underutilized out-bound freight capacity, and develop roadway and transit connectors to airports and intermodal facilities. This focus group also expressed concerns about improving safety, the distribution of funding, mobility (bypass routes), and connecting land use and transportation planning. During the group discussion, participants discussed:

- **Funding** - Many concerns were expressed about the ability to fund transportation projects, given decreasing budgets. Participants stated that ADOT needs to help identify reliable funding sources, especially for cost-constrained projects, and ways for communities to share both costs and benefits of these projects. Participants encouraged ADOT to work more closely with the legislature to educate them about transportation needs in the State, or to work with organizations that can conduct lobbying activities.
- **ADOT's role** - Several participants indicated that ADOT needs to play an advocacy role in promoting a multimodal transportation system. Participants suggested that some of their organizations could work more closely with ADOT to support alternate modes. Participants suggested that ADOT should coordinate with the Department of Public Safety and Motor Vehicle departments to address safety and enforcement issues.
- **Underutilized transportation corridors for freight** - The amount of freight coming into the State is much higher than the amount going out of the State. ADOT needs to

focus on freight distribution in underutilized transportation corridors and modes, such as rail. These corridors represent potential assets for the State.

- **Access and mobility** – Participants raised several issues pertaining to traffic. They encouraged ADOT to start looking at ways to encourage off-peak traffic, particularly in urban areas. They also noted several projects that could be helpful, such as development of an additional freeway in the Southeast Valley, completing the San Tan Freeway, and adding a third lane to I-10 from Phoenix to Tucson. Participants suggested several bypass routes, but noted that ADOT needs a consistent policy regarding bypasses and their impact on economic development.
- **Aviation** – Many issues and concerns were raised regarding aviation in the State. Participants encouraged ADOT to consider the development of aviation for freight distribution. Concerns were raised regarding the industry’s service to rural Arizona. Participants also noted strong concerns that the State’s aviation fund is regularly used for other purposes, making it harder to meet the Federal match requirements. This focus group encouraged ADOT to advocate on behalf of aviation needs in the State.

Participants were asked to consider what types of solutions ADOT could provide to some of their concerns. The CVO/Economic Development/Aviation Focus Group primarily made design recommendations. Participants encouraged ADOT to consider topographic and other limitations for the movement of goods and people; an increased focus on engineering, education, and enforcement; the impacts of increased tourism on some state routes; creating the need for additional lanes and bridges; and safety improvements.

## Summary of Project and Strategy Solutions

Across all three stakeholder focus groups held as part of the *intermediate partnering phase*, participants agreed that *funding* is the biggest issue facing the State’s future transportation system. Stakeholders recommended that ADOT help local governments and tribal communities identify reliable funding sources. Participants advised ADOT to develop broad criteria for project evaluation and selection, including estimation of economic costs and benefits, social issues, and environmental concerns. Participants also noted concerns regarding using the State’s aviation fund for non-aviation purposes, making it difficult to meet the Federal match requirements.

Participants also expressed concern about the connection between transportation and land use planning, citing the need for transportation options as an alternative to building lanes or roads. They encouraged ADOT to consider the movement of people through the State, not just automobiles. They also recommended creating connections between modes, such as between airports and railroads to the freeway system and between state highways and tribal roads.

The three stakeholder groups also identified concerns regarding access and mobility to the State’s citizens and economy. Many participants suggested that ADOT should be a stronger proponent of a statewide multimodal transportation system. Some participants

supported a proportional distribution of funds to non-automobile modes of transportation (i.e., light rail, buses, or bicycles). The stakeholders advised that ADOT could help fund investments in transit services between rural and urban areas, and should consider ways of reducing congestion, such as by promoting non-peak travel in urban areas.

The transport of freight throughout Arizona was another key issue discussed by the focus groups. Participants noted that the amount of freight coming into the State is much higher than the amount leaving the State. Participants encouraged ADOT to focus on encouraging freight distribution on underutilized transportation corridors and modes, such as rail. Participants also encouraged ADOT to change the way it thinks about coordinating transportation modes to accommodate improved freight distribution and to take advantage of economic development opportunities.

## ■ 3.2 Regional Solutions Forums

The goal of the *intermediate partnering phase* was for the public to discuss and suggest policies and strategies that would respond to the issues, concerns, and ideas expressed during the *initial partnering phase*. This intermediate phase provided additional stakeholder and public input and a review of initial findings to help guide the development of the draft plan. Nine regional solutions forums were held throughout the State (Figure 3.1), in addition to the stakeholder focus groups. Over 300 people attended the nine forums, ranging from 22 participants in Pinetop-Lakeside to 69 in Tucson (Table 3.5).

Each of the regional solutions forums consisted of the following activities:

- A presentation describing the current status of MoveAZ, the key issues learned during the *initial partnering phase*, and information about transportation system performance;
- An opportunity for participants to react to the key findings from the *initial partnering phase*; and
- A facilitated and open-ended discussion of potential strategies to address these key issues, including specific projects, programs, and policies. Participants were encouraged to recommend projects and programs that would potentially address the needs of their community, and suggest policy changes that would potentially benefit the State's transportation system.

Figure 3.1 Regional Solutions Forums, Spring 2003



Source: Cambridge Systematics, Inc. and PSA, Inc., 2003.

Table 3.5 Regional Solutions Forums Attendance

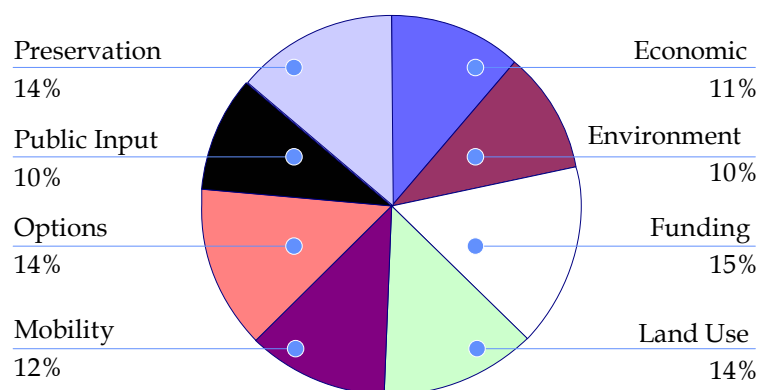
Location	Number of Participants
Flagstaff	24
Globe	27
Kingman	35
Phoenix	32
Pinetop-Lakeside	22
Prescott	35
Sierra Vista	35
Tucson	69
Yuma	38
<b>Total</b>	<b>317</b>

Source: Cambridge Systematics, Inc.; and PSA, Inc., 2003.

## Assessment of Key Findings

The first activity of the facilitated discussions was a review and ranking of the key findings from the *initial partnering phase*. After examining all of the input from those previous events (forums and focus groups), ADOT identified several key findings focused on the issues and concerns expressed. During the facilitated discussions, participants were asked to review those findings and rank them based on the level of importance to their communities. The order of importance of those findings differed between locations, but, collectively, participants noted that the availability and distribution of funding were the most significant concerns regarding the State's future transportation system. They ranked the findings by the following order of importance (Figure 3.2):

**Figure 3.2 Assessment of Key Findings**



Source: Cambridge Systematics, Inc., 2003.

1. Concerns about the availability and distribution of **funding**,
2. Maintain **safety** on the roads,
3. Well **preserved and maintained roads**,
4. Create a stronger connection between transportation and **land use planning**,
5. Need more transportation **options**,
6. Transportation needs to address or enhance **economic development** opportunities,
7. Increased **access and mobility** are desired,
8. **Public input** is important to transportation planning, and
9. **Environmental** issues should be incorporated into transportation planning.

Averaging across all of the forums, no single key finding from the *initial partnering phase* was substantially under- or over-represented. Each of the key findings received between 10 and 14 percent of support from participants.

Examining responses to the key findings by location produced varied results (Table 3.6). Participants in Tucson and Phoenix noted that having transportation options was the most significant finding. Participants of the Yuma and Pinetop-Lakeside forums, however, noted that they were more concerned with well preserved and maintained roads.

**Table 3.6 Participant Responses to Key Findings by Forum**

	Flagstaff	Globe	Kingman	Phoenix	Pinetop-Lakeside	Prescott	Sierra Vista	Tucson	Yuma	Average
Freight	5%	14%	14%	10%	8%	6%	12%	6%	15%	10%
Environment	10%	4%	5%	16%	14%	13%	6%	12%	1%	9%
Funding	14%	11%	19%	7%	16%	10%	24%	9%	15%	13%
Land Use	16%	7%	7%	15%	13%	9%	8%	16%	13%	12%
Mobility	6%	21%	6%	13%	5%	7%	9%	14%	11%	10%
Options	15%	0%	10%	16%	3%	18%	4%	24%	5%	12%
Public Involvement	7%	13%	10%	8%	10%	8%	7%	6%	8%	8%
Preservation	14%	12%	16%	7%	17%	10%	13%	6%	18%	12%
Safety	13%	18%	12%	8%	16%	19%	17%	7%	15%	13%

Source: Cambridge Systematics, Inc., 2003.

## Recommended Solutions

Participants of the regional solutions forums were asked to identify strategies that would potentially benefit the transportation system in their communities. These strategies considered specific project, program, and policy recommendations.

These recommendations will be used to support the development of performance factor weights as part of the MoveAZ evaluation process. The evaluation process will be used to examine the performance of specific transportation projects across the following factors:

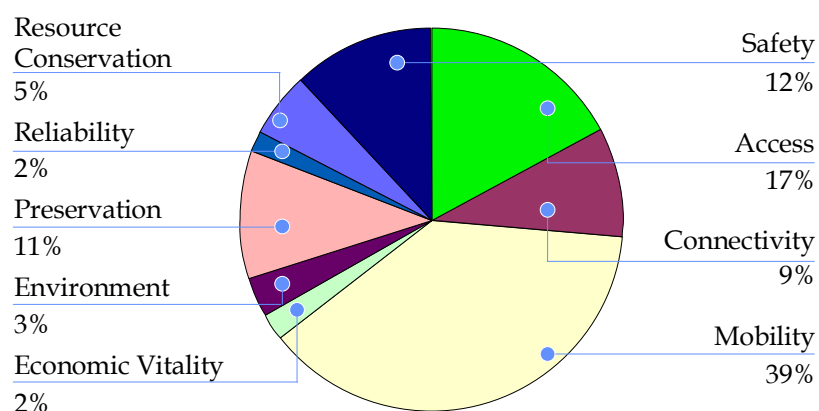
- Accessibility,
- Reliability,
- Connectivity,
- Mobility,

- Safety,
- Economic competitiveness,
- Preservation,
- Resource Conservation, and
- Environmental protection.<sup>2</sup>

Weights will be applied to each of the above factors to reflect their relative importance in guiding planning decisions in the MoveAZ plan.

To support this process, each suggested strategy was categorized by the most relevant performance factor. Across all of the forums, participants raised strategies related to mobility more frequently than all other performance factors (Figure 3.3). Nearly 40 percent of all participant votes were for mobility-related strategies. Several other performance factors – accessibility, preservation, connectivity, and safety – all received substantial votes at the forums, ranging from nine to 17 percent of all votes. The remaining performance factors – economic vitality, environmental sensitivity, resource conservation, and reliability – each received less than five percent of the total votes.

**Figure 3.3 Strategic Recommendations by Performance Factor**



Source: Cambridge Systematics, Inc., 2003

During the *initial partnering phase*, participants were asked to describe specific transportation issues and concerns. These issues also were categorized by performance factor (and other key issues outside of the performance factors, including ADOT organizational and management issues among others). There is a close link between the issues that related to

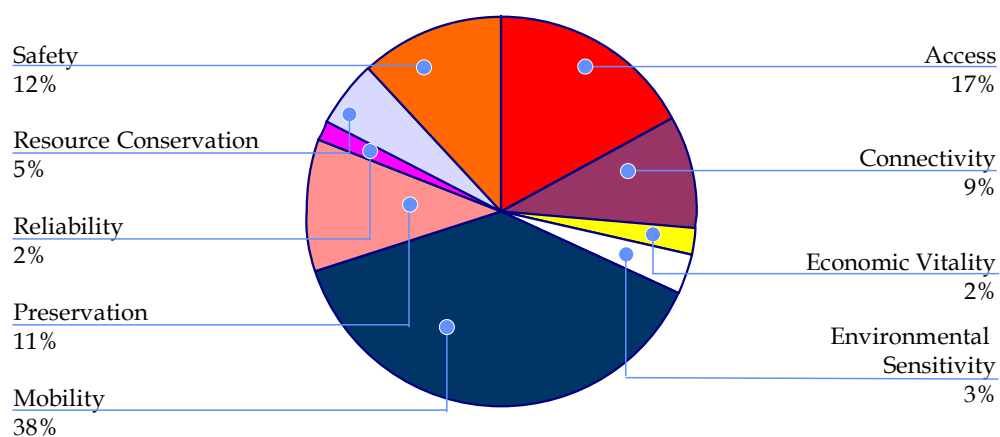
<sup>2</sup> Additional information about the development of performance factors can be found in the *MoveAZ Phase I Report*, available online at <http://www.moveaz.org/>.

performance factors from the initial round, and the strategies and solutions that were raised in the intermediate round. During the *initial partnering phase*, participants identified mobility, accessibility, and safety as their key concerns. In the intermediate partnering events described here, many of the suggested solutions also addressed those same issues (shown previously in Figure 3.2).

## Project and Program Recommendations

Participants were asked to separately describe potential projects and programs and specific policies that would improve transportation in their communities. This section describes the types of projects that were recommended, as they relate to the performance factors (Figure 3.4) and other key issues.

**Figure 3.4 Projects Related to Performance Factors**



Source: Cambridge Systematics, Inc., 2003.

Collectively, participants recommended projects that promoted mobility, such as the expansion of existing roadway capacity or the development of transportation options to help move citizens and goods around the State. Participants also frequently suggested projects or programs that addressed accessibility, safety, preservation, and connectivity. Participants recommended projects related to economic development, environmental sensitivity, reliability, and resource conservation only infrequently.

The types of projects and programs recommended by each group often reflected local or regional transportation needs. This was revealed by the varying responses by group location (Table 3.7).



**Table 3.7 Primary Project Type by Location**

<b>Location of Forum</b>	<b>Projects Related to Performance Factors</b>	<b>Percentage of Recommendations by Location</b>
Flagstaff	Accessibility	28.56%
Globe	Mobility	57.50%
Kingman	Mobility	38.66%
Phoenix	Connectivity	32.22%
Pinetop-Lakeside	Resource conservation	42.22%
Prescott	Mobility	45.45%
Sierra Vista	Mobility	42.26%
Tucson	Mobility	64.60%
Yuma	Mobility	38.11%

Source: Cambridge Systematics, Inc., 2003.

### ***Projects Related to Mobility***

Participants of the forums held in Globe, Kingman, Prescott, Sierra Vista, Tucson, and Yuma suggested that the MoveAZ plan should, first and foremost, incorporate projects and programs that enhanced mobility. More than 64 percent of the recommendations made by participants in the Tucson forums noted projects related to mobility as the most significant type of project to the State. Participants in Pinetop-Lakeside, however, recommended the fewest number of projects related to mobility, supporting projects related to resource conservation. Many of the participants suggested that the State could benefit from the movement of goods and people by rail or other transit systems. Recommendations included adding lanes on highways to ease congestion, expanding the use of current modes of transportation, and designating new roads as part of the interstate system.

### ***Projects Related to Accessibility***

The majority of the projects recommended by participants in Flagstaff was related to accessibility. Also, participants in Kingman, Pinetop-Lakeside, and Yuma ranked projects related to accessibility as one of their top three recommendations. Approximately 35 percent of all project recommendations made in Kingman were related to accessibility. Participants were concerned with improvements to traffic interchanges and connections to the interstate system. Specific projects recommended included development of park-and-ride lots in border towns and bicycle lanes on state routes.

### ***Projects Related to Safety***

An average of 12 percent of the projects recommended by participants of all forums related to safety. Participants in the Prescott and Tucson forums identified safety projects as the second most important type of project that should be incorporated in the MoveAZ Plan. Participants of the Prescott forum recommended approximately 30 percent safety-related projects. Proposed projects related to safety included improved signage, grade separation at railroad crossings, improvements to rumble striping for bicycles, and additional education for users of all modes (car, bicycle, and truck were noted frequently).

### **Policy Recommendations**

The regional solutions forums were also used to elicit the public's ideas and concerns regarding policies that affect Arizona's transportation system. This section describes the types of policies suggested by forum participants.

Participants suggested updated policies in three major areas: 1) funding, 2) transportation options, and 3) preservation.

#### ***Policies Related to Funding***

More than 60 percent of the policy recommendations were related to funding. Participants showed great concern for how Arizona's transportation projects and programs will be funded during the next 20 years. Multiple comments were made regarding how current funding methods will not be adequate in the future. Participants encouraged ADOT to identify creative ways for funding transportation projects, examine the distribution of funding throughout the State, and support funding of various modes of transportation.

Many similar recommendations were reiterated across forums.

- To generate funding, participants recommended policies such as instituting toll roads and vehicle-related user fees (e.g., mileage-based user fees and fees for commercial vehicles). Of the funding recommendations made, over 10 percent supported increasing the State's gas tax.
- Several participants suggested that Highway User Revenue Funds (HURF) should only be allotted to capacity projects, and not be siphoned off for other agencies, such as the Department of Public Safety.
- Participants also suggested that HURF funds not be restricted to highways only (as they currently are), but also be available to fund alternate modes.
- A number of participants recommended that additional funding opportunities be available for Indian tribes.

These types of recommendations indicate that the participants are interested in working with ADOT to improve the development of the State's transportation system through their involvement in the implementation of the MoveAZ plan.

### ***Policies Related to Preservation***

Many participants noted that roads currently are well preserved and maintained, and that preservation and sustainability of current resources should be a major priority for the State's transportation system. Participants in Sierra Vista recommended the most of any one type of policy; over one-half of their policy recommendations was related to preservation. Some participants agreed that a certain amount of funding should be earmarked annually to maintain the current system. Participants throughout the State identified the need for more coordination between transportation and land use planning, and encouraged increased cooperation between the State and local governments as a way of meeting that need. The need for additional policies regarding the distribution of maintenance funds to rural and tribal communities also was noted.

### ***Policies Related to Transportation Options***

Many of the policy recommendations, as well as issues identified during the *initial partnering phase*, called for increased transportation options. Participants supported policy developments that would encourage increased mobility throughout Arizona for both people and goods. Participants in Prescott and throughout the other forums advised that ADOT needs to be the leader of and advocate for developing alternate modes of transportation, including developing a separate transit department within ADOT. Some of the specific recommendations included:

- Studying rail expansion as a viable transportation option for the State;
- Supporting additional bicycle and pedestrian services through increased regional funding for bicycle facilities and consideration of bicyclists and pedestrians in roadway design;
- Improving safety conditions for bicycle transportation (i.e., bicycle-friendly rumble),
- Protecting the Aviation Trust Fund from other uses; and
- Ensuring that rural airports are able to provide emergency response and evacuation services.

Many participants suggested that the key to creating a multimodal system that serves the entire State depends upon securing legislative support. Participants in the Phoenix forum, for example, strongly recommended that funding in urban areas should be reallocated towards transit development and could be handled on the legislative level, possibly through the development of a regional transit authority. Participants in rural areas recommended that Congressional changes be pursued to increase the percentage of funding

allocated to transportation funding and, specifically, the amount designated for rural transportation infrastructure.

### ***Additional Policy Recommendations***

Various policy recommendations were made that either did not fall under the categories of funding, transportation options, or preservation; or that were not broadly supported across all forums. These recommendations, however, may still be considered as viable solutions.

- Many policy recommendations referred to increased safety measures, such as increased coordination with the Office of Homeland Security for evacuation routes; and additional public education outreach.
- Some participants suggested improved coordination with Arizona Department of Game and Fish in the development of roadways to address wildlife issues.
- Several comments were made regarding the structure of ADOT and the state transportation board, usually supporting the current structure of the ADOT Board.
- Participants in several forums also mentioned the need for increased cooperation and communication between state organizations and communities.
- Participants encouraged ADOT to be the leader in facilitating communication with the State's council of governments (COGs), regional planning organizations, and Indian Tribes.

## ■ **3.3 Summary of Surveys**

In addition to participating in the facilitated discussions summarized in the previous section, regional solutions forum participants filled out a two-part survey that asked them to make choices among different types of programs and policies. Table 3.8 presents the total attendance and number of completed survey responses received at each forum.

The surveys used two questions to provide complementary perspectives on a set of general transportation system funding tradeoff issues. The first question asked survey respondents what their spending priorities would be if additional funds were available; and the second question asked what respondents might be willing to sacrifice (related to transportation levels of service) if funds were not available to meet all of Arizona's transportation needs. Participants were asked to think of themselves as members of the State Transportation Board, having to balance numerous requests from citizens and stakeholders, all with very important needs to address. The following section connects the analysis of the surveys to the material generated at the regional solutions forums.

**Table 3.8 Attendance and Survey Responses for MoveAZ Regional Public Forums**

<b>Forum</b>	<b>Attendees</b>	<b>Surveys</b>
Flagstaff	24	23
Globe	27	21
Kingman	35	32
Phoenix	32	30
Pinetop-Lakeside	22	19
Prescott	35	30
Sierra Vista	35	26
Tucson	69	47
Yuma	38	37
<b>Total</b>	<b>317</b>	<b>295</b>

Source: Cambridge Systematics, Inc.; and PSA, 2003.

### Priorities for Additional Funding

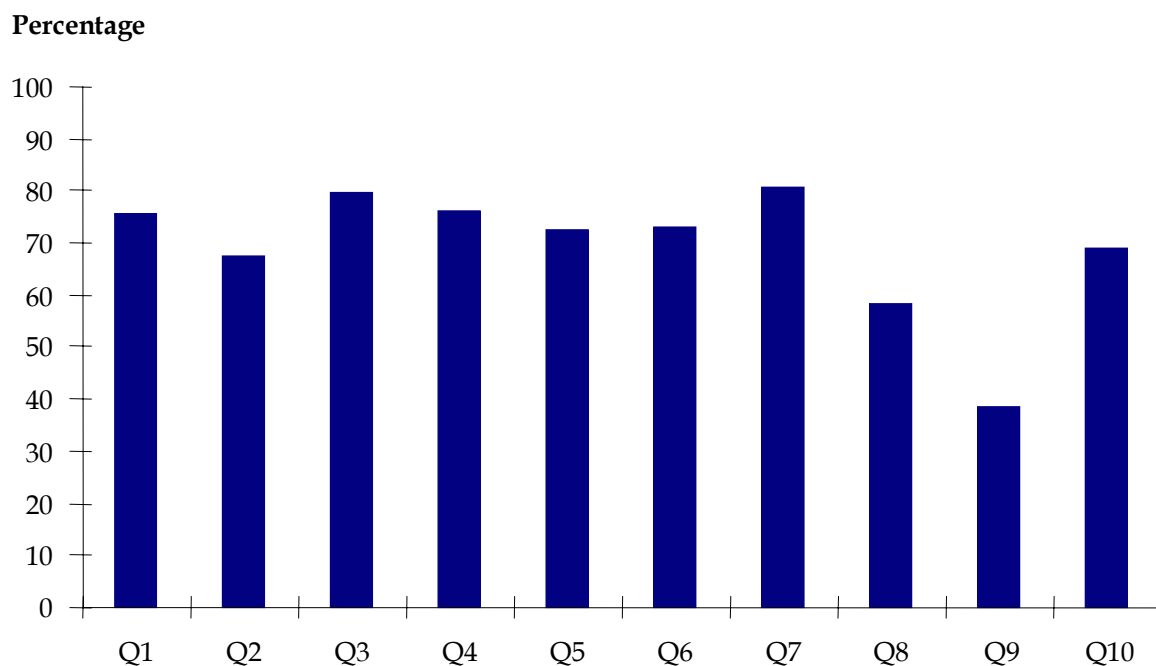
The first set of questions asked, “If additional transportation funding were to be identified, please indicate how you would like to see this additional money spent by reacting to the following statements?” Respondents were provided with a list of 10 potential funding priorities (Table 3.9) and were asked to identify their level of support for each priority.

Most of the funding types received support across all of the forums (Figure 3.5). Only investments in highway beautification averaged less than 50 percent support across all of the forums. Support for HOV lanes (Q8) was less than 60 percent, averaged across all of the forums.

**Table 3.9 Survey Statements Regarding Additional Funding**

Q1	Commuter rail should be developed on existing rail lines, connecting suburbs to central employment areas
Q2	Light rail (urban train system) should be developed to serve urban areas
Q3	Expansion of bus system to serve urban and suburban areas
Q4	Develop intercity transit service connecting one city to another
Q5	Expand capacity of interstate highways (e.g., I-10, I-40)
Q6	Include bicycle and pedestrian facilities in future road development projects
Q7	Expand capacity of state highways (e.g., SR 95, U.S. 60)
Q8	Expand car pool/HOV lane system in metropolitan areas
Q9	Increase investment in highway beautification
Q10	Invest in key airport expansion and improvements

Source: Cambridge Systematics, Inc.; and PSA, 2003.

**Figure 3.5 Survey Responses to Additional Funding Questions**

Source: Cambridge Systematics, Inc.; and PSA, 2003.

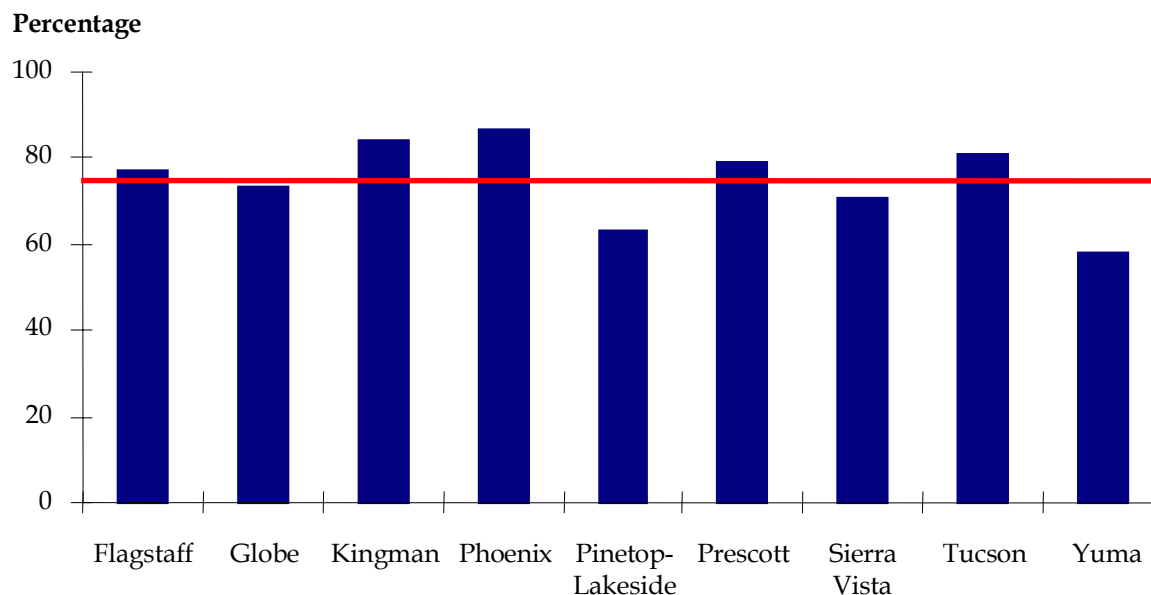
### *Transit and Commuter Rail Questions*

Four questions considered support for transit and commuter rail programs (one for bus, one for rail transit, one for commuter rail, and one for intercity transit). On average, support for bus-based transit received the greatest support (80 percent) of these four, but each received support from an average of at least two-thirds of respondents across all of the forums.

In both Pinetop-Lakeside and Yuma, support for each of these questions was substantially lower than in the rest of the State (Figure 3.6). A majority of respondents in Yuma thought that light-rail transit (Q2) should not receive additional funds. On average, most transit questions received minimal support in Yuma, though for bus transit (Q3), nearly 70 percent of respondents were supportive. Respondents in Pinetop-Lakeside evinced slightly more support than those in Yuma, but still were 10 to 15 percent less likely to support transit than other respondents were.

Respondents from the Phoenix forum were more likely to support additional transit funding than any of the other groups (Figure 3.6), though Kingman, Tucson, and Flagstaff also provided above average support for transit.

**Figure 3.6 Average of Support for Four Transit Questions (Q1 to Q4)**



Source: Cambridge Systematics, Inc.; and PSA, 2003.

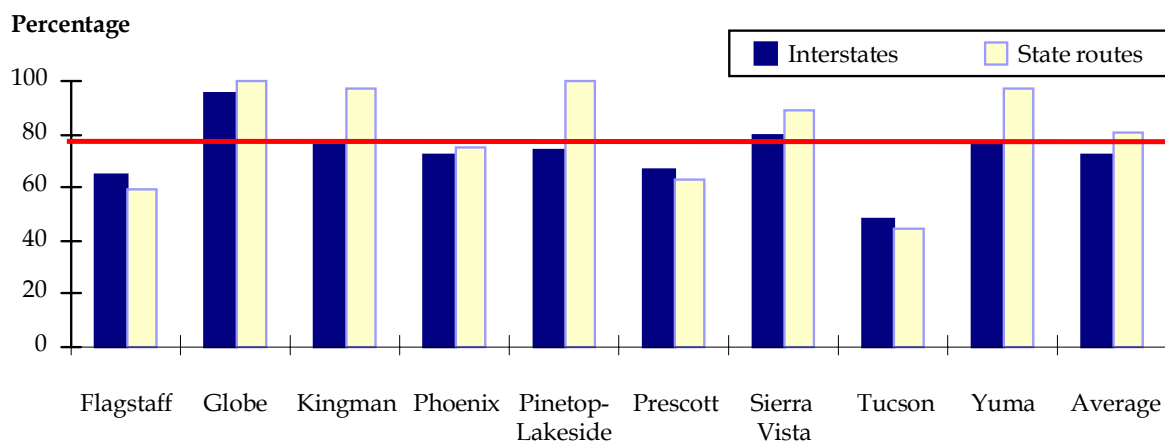
### *Highway-Related Questions*

Two questions considered respondents support for highway-related projects – one focused on interstates (Q5) and the other focused on other State routes (Q7). The latter of

these two questions received the greatest total level of support (over 80 percent) across all of the forums (also shown in Figure 3.5).

Overall, both questions received support from the majority of participants at almost all of the forums (Figure 3.7). In Tucson, just under 50 percent of respondents supported these two questions. Support for the question regarding state routes was strongest in rural areas, with nearly 100 percent of respondents supporting this expenditure of funds at the Globe, Kingman, Pinetop-Lakeside, and Yuma forums. In Flagstaff, Phoenix, and Prescott, there was relatively less support for either of these two expenditures of funds, but still exceeded 50 percent.

**Figure 3.7 Support for Highway Questions by Forum (Q5, Q7)**



Source: Cambridge Systematics, Inc.

## Priorities for Reduced Funding Levels

The second set of questions asked, “If we had to reduce funding from some transportation programs in order to maintain reasonable levels of service in other areas, where would you be most willing to accept a reduction in service or quality?” Participants were provided with a list of seven potential reduced funding options (Table 3.10), and were asked to identify their willingness to accept each possible scenario.



**Table 3.10 Survey Statements Regarding Reduced Funding**

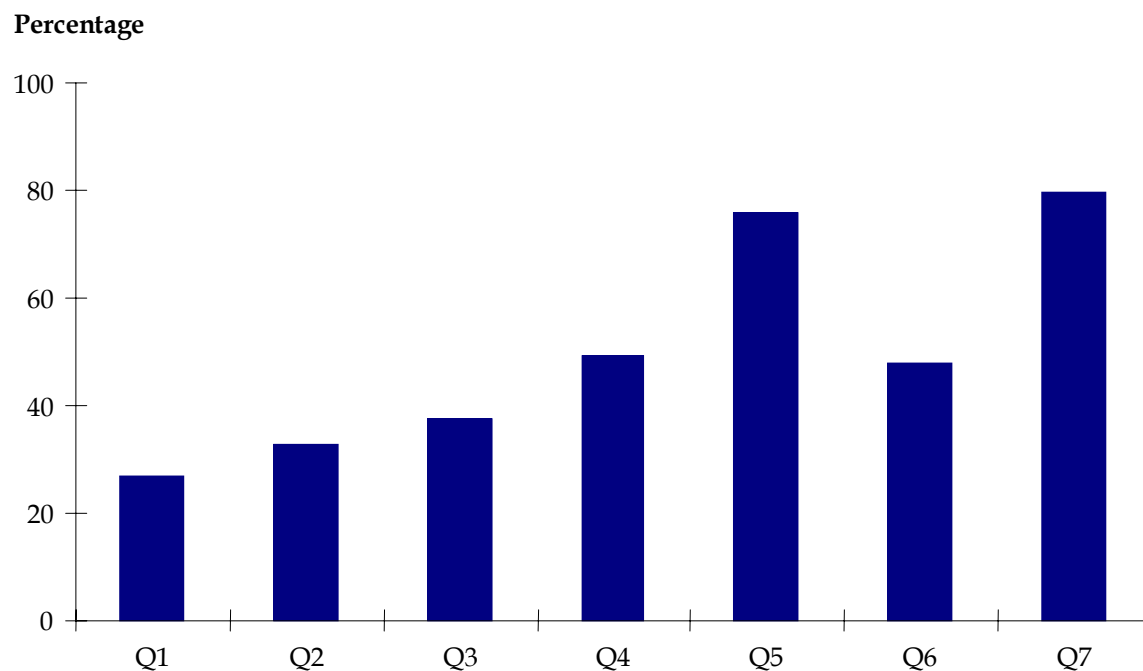

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Q1	Accept rougher roadways
Q2	Accept reduced rural and disabled transit service
Q3	Accept more congested roadways
Q4	Accept more unpredictable travel times and speeds
Q5	Accept less landscaping and aesthetics
Q6	Accept closure of some general aviation airports
Q7	I would be willing to pay more for transportation rather than reduce services (through toll roads, increased taxes or fees, etc.)

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Source: Cambridge Systematics, Inc.; and PSA, 2003.

All of the possible scenarios of reduced funding strategies were supported across all forums (Figure 3.8). Respondents of the Pinetop-Lakeside forum gave the least amount of support for accepting rougher roadways (Q1). Respondents at the Tucson forum were the most supportive of paying for transportation services (Q7), with 91 percent strongly agreeing or agreeing with the strategy.

**Figure 3.8 Survey Responses to Reduced Funding Questions**

Source: Cambridge Systematics, Inc.

### ***Acceptance of Increased Transportation User Fees***

The majority of respondents across all forums (80 percent) strongly agreed or agreed that they would be willing to pay more for transportation rather than reduced services (Q7). Respondents at the Flagstaff, Kingman, Phoenix, Sierra Vista, and Tucson forums noted increased fees as their first choice for generating additional transportation funds. The least amount of support for increased fees was noted by respondents at the Prescott forum, although they still demonstrated 63 percent support for this option.

### ***Acceptance of Less Landscaping and Aesthetics***

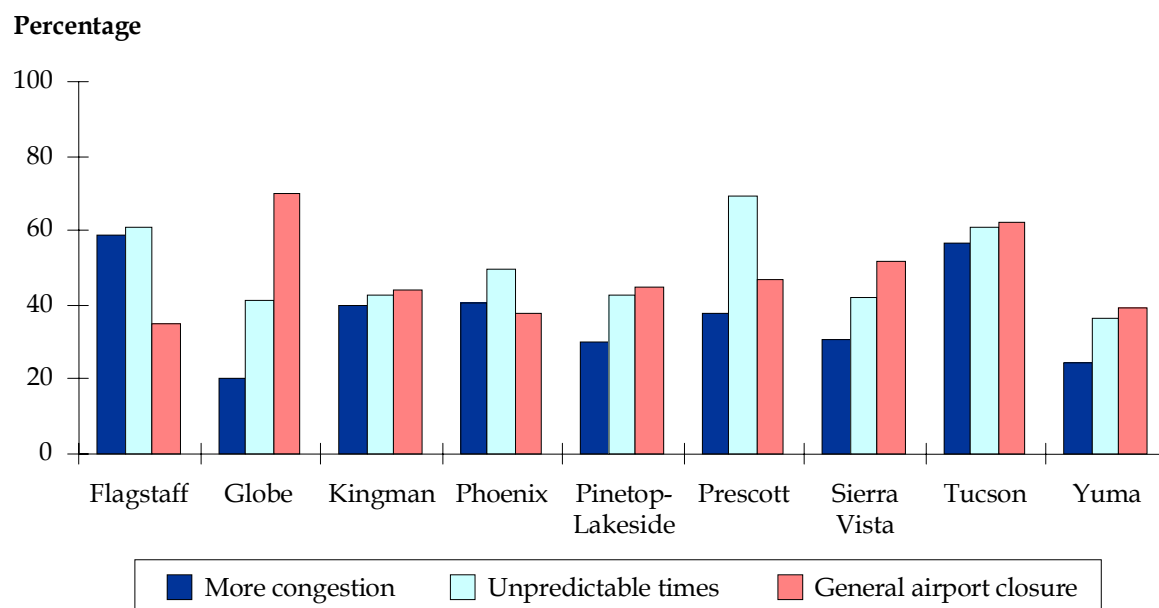
Acceptance of less landscaping and aesthetics (Q5) was the second most supported strategy when faced with decreased transportation funding resources. An average of 76 percent of respondents across all forums supported this measure. Respondents at the Globe, Pinetop-Lakeside, Prescott, and Yuma forums chose it as their first option. The lowest percentage of support for this option was 60 percent in Phoenix, even though it was their second most acceptable strategy for dealing with decreased funding.

### ***Acceptance of Changes to Mobility and Reliability***

Three of the questions considered different aspects of mobility around the State – more congestion (Q3), more unpredictable travel times (Q4), and reduced service of general aviation airports (Q6). None of the respondents selected the decreased mobility options as their most acceptable strategy for dealing with decreased transportation funding (Figure 3.9).

Overall, less than 50 percent of the respondents were willing to accept more unpredictable travel times, though over 50 percent of respondents at the Flagstaff, Prescott, and Tucson forums found this strategy acceptable. Closure of some general aviation airports was also rejected overall, but three forums – Globe, Sierra Vista, and Tucson – all found this strategy acceptable.

Of the three mobility-related strategies, acceptance of increased congestion was the least popular, with only 38 percent of respondents supporting this alternative. Over 50 percent of respondents in Tucson and Flagstaff did support this alternative, but most of the respondents across the State thought reducing congestion should be a major priority.

**Figure 3.9 Acceptance to Changes in Mobility and Reliability**

Source: Cambridge Systematics, Inc., 2003.

### *Least Acceptable Strategies for Dealing with Decreased Funding*

Survey respondents indicated that they were less likely to accept rougher roadways (Q1) or reduced rural and disabled transit service (Q2). On average, only 27 percent of all respondents were willing to accept rougher roadways (Q1), with the least amount of support for any option given by respondents in Pinetop-Lakeside of only five percent. Respondents at the Phoenix, Prescott, and Tucson forums noted reduced rural and disabled transit service (Q2) as the least acceptable strategy for insufficient transportation funding.

## ■ 3.4 Forum-Specific Concerns

The purpose of the *intermediate partnering phase* of Public and Stakeholder Involvement is to help identify potential strategies and solutions to address the issues and concerns raised in the *initial partnering phase*. The forums utilized facilitated discussions and a survey to gather information that will help ADOT prioritize the MoveAZ performance factors that guide the long-range planning evaluation process. This section presents a summary of the combined analysis of the facilitated discussions and surveys, focused on the specific concerns raised at each of the forums.

Overall, though participants at the forums had many similar concerns, there were also substantial differences by forum (Table 3.11). This section provides an analysis of the most important themes that emerged for each of the forums.

**Table 3.11 Project and Policy Strategy Recommendations by Forum**

Factor	Flagstaff	Globe	Kingman	Phoenix	Pinetop-Lakeside	Prescott	Sierra Vista	Tucson	Yuma
Access	18%	4%	24%	21%	12%	8%	13%	4%	12%
Connectivity	0%	8%	9%	21%	6%	3%	0%	4%	16%
Economic Vitality	0%	4%	3%	4%	1%	0%	0%	6%	0%
Environment	12%	0%	7%	1%	0%	1%	7%	4%	4%
Mobility	26%	41%	33%	22%	3%	39%	39%	59%	27%
Preservation	24%	22%	16%	13%	25%	18%	21%	8%	11%
Reliability	5%	2%	3%	2%	1%	0%	0%	3%	18%
Resource Conservation	2%	4%	0%	0%	38%	0%	5%	2%	8%
Safety	13%	15%	5%	17%	14%	31%	14%	11%	5%

Source: Cambridge Systematics, Inc.; and PSA, Inc., 2003.

## Flagstaff

Similar to most of the forums, strategies and projects that promoted access and mobility were most strongly supported through discussion and survey. At Flagstaff, however, this support was somewhat less strong than other areas (26 percent of project and policy recommendations, compared to 31 percent, on average). Preservation and accessibility issues were also very important in Flagstaff. Flagstaff participants encouraged development of rail and other transit options as a means of creating a multimodal transportation system. Policy recommendations most strongly supported preservation and resource conservation. Participants supported increasing taxes and user fees to address the needs for additional funding options. They also encouraged legislative changes that would reward responsible land use planning with transportation dollars.

## Globe

Mobility emerged as the leading goal of projects recommended by participants in Globe. More than 40 percent of the project and policy recommendations were related to mobility, with concerns about widening existing roads or developing new roads at the top of the

list. Survey responses showed some support for transit options, but much less for state investment in increased bicycle and pedestrian facilities, expanded carpool/HOV lanes, or investments in highway beautification. Policy recommendations encouraged increased measures for preservation of and safety improvements to the State's transportation system. Participants of the Globe solutions forums gave the strongest support of any of the forums to policy changes related to safety. They also strongly supported the need to develop additional funding options, specifically through an increased gas tax. They showed the most acceptance for closure of some general aviation airports.

## **Kingman**

Participants of the Kingman forums were strongly concerned with accessibility and connectivity issues facing the State. The majority of the projects they recommended or supported through the surveys would improve the ability of western Arizona to access the interstate and state highway system. Recommended projects included improving the SR 95 corridor from I-8 in the south to I-15 in the north, and interchanges along I-40. The majority of policy suggestions supported in the Kingman forums were related to preservation and connectivity. They indicated that they would strongly support increased fees for transportation in order to improve the State's system. Participants encouraged ADOT to study the effects of implementing toll roads in the State.

## **Phoenix**

Accessibility, mobility, and connectivity were all major concerns for participants at the Phoenix forum. Phoenix participants showed the greatest support, more than 80 percent, for commuter rail, light rail, expansion of the bus service in urban and suburban areas, and intercity transit service connecting one city to another. They recommended improved connectivity of the regional HOV system. Participants strongly suggested that legislative measures should be in place to ensure proper land use planning and to examine transportation funding allocation. Increased transportation user fees and acceptance of decreased landscaping and aesthetics were supported in Phoenix. Their policy recommendations showed more support for economic development opportunities than in any other forum, though still below 10 percent.

## **Pinetop-Lakeside**

Participants showed greatest support for projects and policies related to preservation and resource conservation. Participants recommended that ADOT revise highway standards and consult with local communities on highways that serve as main streets within towns. Participants also recommended that ADOT help provide transportation expertise to communities that currently do not have access to transportation planners. Pinetop-Lakeside participants were least likely to accept decreased quality of the roadways. In addition, participants encouraged ADOT to pursue expanding funding sources.

## **Prescott**

Mobility, safety, and preservation were the most strongly supported project and policy recommendations made by participants in the Prescott forums. Project recommendations included creating increased capacity of roadways, developing new interchanges to support increased growth, and improving traffic enforcement and driver education. Participants indicated the most acceptance for unpredictable travel times, should transportation funding be reduced. They also showed strong support for development of new funding sources through transportation impact fees.

## **Sierra Vista**

Participants in Sierra Vista supported projects that enhanced connectivity and policies that supported preservation of the State's current system. Bypasses, expanded capacity of highways, and transit connections for rural Arizonans were recommended. Policy recommendations were often related to funding. Participants suggested increasing the gas tax, additional distribution of funding to rural COGs, and a review of HURF distribution. They also supported paying more for transportation rather than accepting reduced services.

## **Tucson**

Projects and policies that enhanced mobility were most strongly supported in the Tucson forums. More than 63 percent of the recommendations made by participants in the Tucson forums noted projects related to mobility as the most significant type of project to the State. Recommendations included developing rail system for transport of goods and people between Tucson and Phoenix, redesignating certain state routes to state highways, and increasing education of transportation options and travel conditions. Policy recommendations included additional support for an expanded rail system, restoring local government power to determine how transportation funds are distributed, and an index of the gas tax. Tucson participants also showed the greatest willingness to pay more for transportation rather than having reduced services.

## **Yuma**

Participants of the Yuma forum most strongly supported projects that enhanced mobility, connectivity, and reliability. Participants were most strongly encouraging on the expansion of highway capacity, promoting the completion of the Area Service Highway, and recommending the planning of a regional loop system, in anticipation of high levels of projected population growth. The majority of the recommended policies supported resource conservation and the development of additional funding options. Recommendations included using technology to inform travelers of travel conditions, reinstating the

HURF dollars that are currently diverted to the DPS, and exploring the option of implementing vehicle user fees.

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## **4.0 Open Houses**

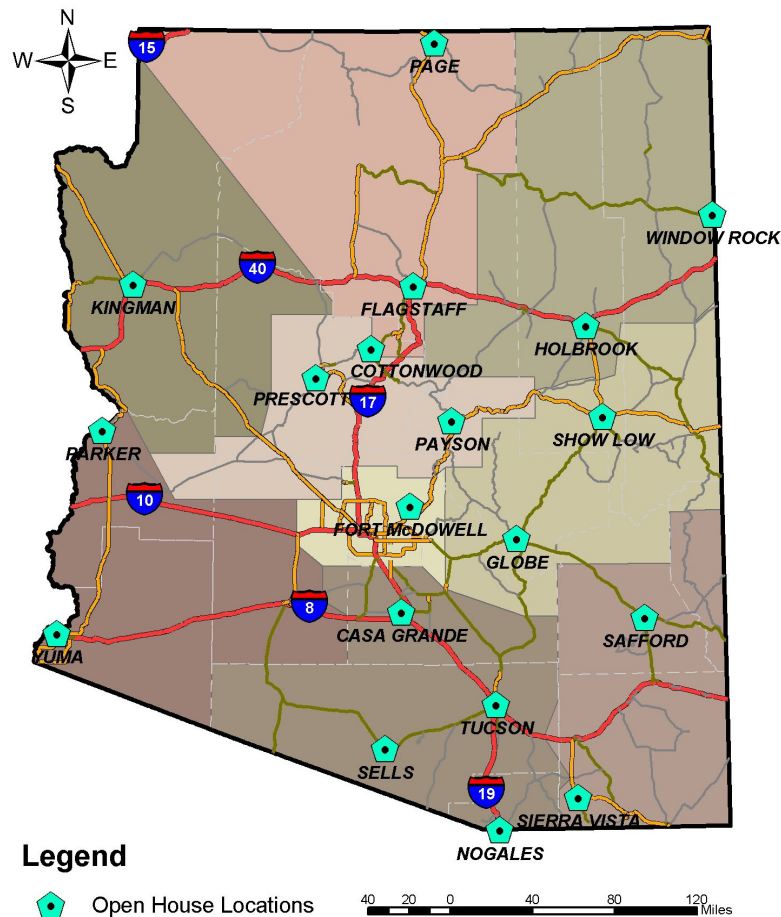


## 4.0 Open Houses

The goal of the *final partnering phase* was for the public to discuss and respond to the draft plan. This was accomplished through 20 open houses conducted all across the State. (Figure 4.1). Over 400 people attended the 20 open houses, ranging from 10 participants in Window Rock to 44 in Page (Table 4.1).

Unlike the regional forums in the initial and intermediate partnering phases, the open houses were relatively unstructured events. They were designed to allow participants to learn about the entire planning process, interact directly with ADOT representatives, and provide comments on either the process as a whole or specific information presented at the open houses.

**Figure 4.1 Open Houses, Spring 2004**



**Table 4.1 Open House Attendance**

<b>Location</b>	<b>Number of Participants</b>
Casa Grande	27
Cottonwood	22
Flagstaff	28
Fort McDowell	24
Globe	22
Holbrook	11
Kingman	41
Mesa (Transit Conference)	11
Nogales	15
Page	44
Parker	17
Payson	12
Prescott Valley	23
Safford	15
Sells	11
Show Low	15
Sierra Vista	32
Tucson	38
Window Rock	10
Yuma	21
<b>Total</b>	<b>439</b>

Source: Cambridge Systematics, Inc.; and PSA, Inc., 2004.

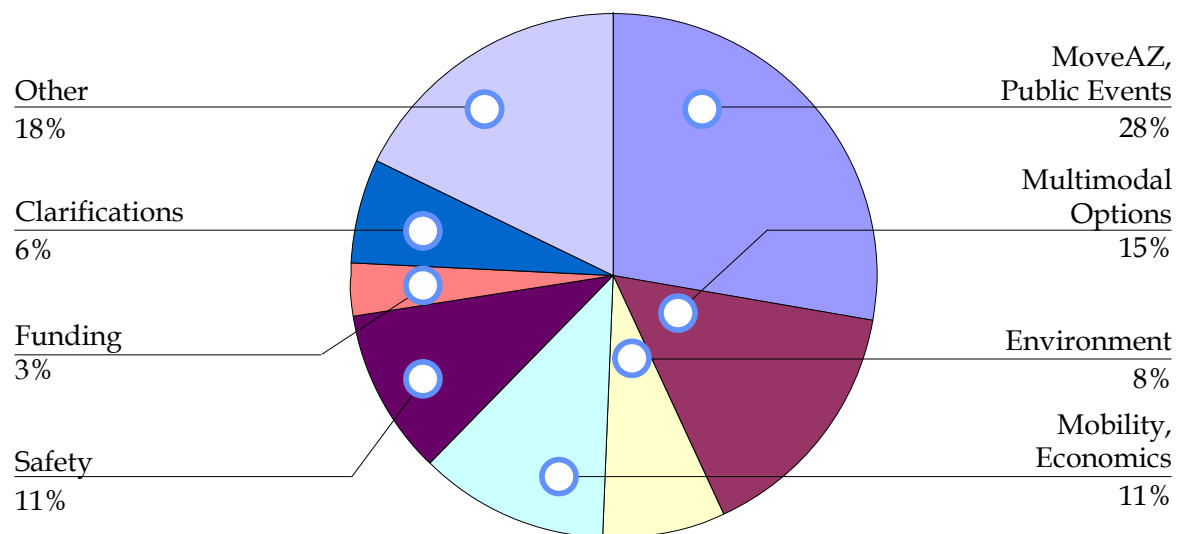
## ■ 4.1 Assessment of Open House Comments

The purpose of the *final partnering phase* was to provide the public with an opportunity to comment on the draft plan. There were no facilitated discussions in this round, but plenty of opportunities to comment about any aspect of the MoveAZ plan or about the planning process in general.

ADOT received over 200 comments; over one-quarter of these comments was made in reference to either the MoveAZ planning process or public involvement process. A number of comments thanked ADOT for holding the open houses and other events in their communities. Several comments also noted the value of using a performance-based planning process in Arizona.

Many of the other comments received at the open houses reflected concerns raised during the initial and intermediate partnering events (Figure 4.2). These concerns include the need to pursue multimodal transportation options, such as improved transit and increased air service to rural areas of the State; the need to improve the safety of the state transportation system; and the importance of mobility to support the economic well being of the State and its residents.

**Figure 4.2 Primary Subject of Comments Received at MoveAZ Open Houses**



The initial and intermediate partnering phases were designed to elicit specific comments to help shape the strategic direction and guide the development of performance factor weights. In the *final partnering phase*, the objective was to provide an opportunity for residents of Arizona to view and react to the draft plan. The strong positive reaction to the open houses and the planning process generally suggests that the open houses provided this opportunity to Arizonans.

## ■ 4.2 Open House Reports

This section identifies the specific comments received at each open house.

### **Casa Grande**

- Any information on the prospect of the right of way of old SR 87 from the I-210 and Sacaton exit due south across the Gila River Indian Community into the saddle of the Sacaton Mountains? Thank you!
- Recently, my husband and I attended the MoveAZ event in Casa Grande on March 23. We are impressed with your posters and maps, but we need something done sooner. We need action! I have lived along I-10 between mile posts 211 and 236 all my life and seen too many traffic accidents, trucks/tractor trailers going too fast. Can there be a re-route?

### **Cottonwood**

- I would like to see the multimodal aspect given more consideration, and provide citizens with real choices. Right now, fear of the roadways keeps people in their cars. We need bicycle facilities.
- I would like to see 10- to 12-foot boxes for hikers, wildlife, and horseback riding in the area and to connect towns and historical trails.
- The Sedona/Verde Valley area has some of the highest tourism visitation in the State. Why are our bicycle facilities medium or low? Tourism is suffering.
- Please address culverts for foot, wildlife, and horse traffic.
- Turn outs needed on SR 260, why not put in the first time?
- Please address 10- to 12-foot boxes for community trails, wildlife, bikes, horses, and historic trails.
- Regarding the utility concerns expressed in the focus groups, carry the communication that this process has started by working together in areas like Central Yavapai Municipal Planning Association to help each other plan infrastructure, as well as improve permitting process.
- This was not what I expected. I wanted to see the plans, not the process. I would like to see bike lanes, underpasses for wildlife, bikes, horses, and hiking access and bridges over riparian areas with consideration to the environment. Long-range plans are a wonderful idea. Remember that what is built will be there a long time.

## Flagstaff

- The goals and mission are good. Objectives which tie to goals and objectives are needed. Without action it is just words, but a good start!
- Will there be bicycle/pedestrian and transit funding plans presented, as well as the highway plan?
- Access to tourist destinations is important, especially for air travel.
- There is no funding for other choices.
- Enforcement of transportation laws needs to be addressed, specifically auto and pedestrian interaction.
- What use is transportation if it is dangerous?
- Be sensitive to wildlife habitats and corridors.
- It is INCREDIBLE that the best overall transportation experience that most people indicated was for transit. WOW. Arizona needs more funding for transit!
- I noticed the same thing as above, and second the notion!!
- Other modes should not be segregated and should be funded and incorporated regularly.
- There is no public forum on your website – sad.
- ADOT should move to develop an outline of major concerns along Interstates 10, 17, 8, and 40 through the year 2050.
- The high ranking of transit indicated a desire for low stress travel. While cars are for convenience. I think high-speed connections between destinations with well developed local transit should be looked into.
- Figure 4.2(10) does not say much. Can you put more meat on it?
- Make sure pavement preservation is adequately funded.
- Heavy traffic is expected because too much emphasis is placed on automobile travel. Mass transit should get more attention. Sell it to the public!
- Shouldn't state land sales be subject to a transportation impact analysis prior to the State selling the land?
- ADOT needs some involvement in rail (maybe high speed) if it is to encourage the use of transit in urban hubs. This would allow time efficient location of park-and-ride

hubs around the State with destinations such as Phoenix, Tucson, Flagstaff, Kingman, and Yuma.

- All of the Flagstaff projects are roads. Why? Your goals and mission speak to “multi-modal,” “transit,” and transportation choices, but all of the project are for cars. Disappointing.
- If the second strongest transportation issue identified was “transportation options,” why is NO INCREASED FUNDING recommended in this area?
- The policy and direction should be clearer in providing the Transportation Board latitude and discretion... The rating and use of this formula should not be interpreted as an edict that they must follow.
- More pedestrian, bicycle, and mass transit projects should be in focus. Cars are killing us and the environment and keeping us depended upon foreign fuel sources.
- Figure 5.2(14) please use common explanations. What does constrained scenario mean?
- Has consideration been given to tax tourists through airports taxes, car rentals, motor coaches, etc.? Less could go to stadiums, etc. Not everyone benefits from stadiums, but most do benefit from tourism dollars and our needs for getting around. The cities/counties building these structures should foot a larger portion of the bill. Seek more private funding

## **Fort McDowell**

No comments were received at the Fort McDowell open house.

## **Globe**

- Not enough alternative transportation focus – light rail and bicyclists.
- Need shoulders for bicyclists out of Globe. This is a major cross country route.
- There needs to be a Globe/Miami bypass study done.
- When will functional classifications be done?
- A Globe/Miami bypass study is critical to our planning.
- U.S. 70 needs to be four lanes to the New Mexico line. This is a Homeland Security issue.

- Project 12.02 does not have safety as a concern, yet it is second on the list.
- Cost of projects 12.32, 12.01, 12.43, 12.31, 12.04, 12.11, 12.61, 12.21, 12.06, 12.05, 12.51, and 12.45 are almost equal in projected cost to 12.02.
- Safety should be a concern here from Globe to Superior (project 12.02). Increasing population and more valley commuters make it more dangerous.
- Cross country cyclists use this as a primary route, yet there is no shoulder!
- I've witnessed five accidents this month at the intersection of U.S. 60 and South Street. Please check/study the feasibility of a stop light. Thank you!
- Thanks for coming to Globe. It is refreshing to see ADOT using performance measures to prioritize projects.
- On board 3.3 8, why is it frequency by category had three percent environment, but 10 percent on land use on the percentages of the partnering process? Does the former concern really reflect Arizona's values? The three percent drive too much of the process.
- The road to Payson, I like what you are doing.
- Very nice opportunity to see the results of the planning effort.
- ADOT seems to be reaching out to member of different communities, which is great. The information provided in Globe was very informative and clearly displayed. Great work!
- I want to see additional passing lanes on U.S. 60 between Superior and Miami and a bypass around Globe with four lanes to Lordsburg.
- In a tight funding environment, remember your Mission Statement says you will provide a variety of transportation options. Remember, bicyclist pay taxes too. Think safety!
- The planners were able to communicate their plans in laymen's terms. Positive feelings and I was urged to write my comments negative or positive.
- The highway between Miami and Superior needs to be four lanes. We have a very unsafe situation between Superior and Gonzales Pass as well.

## Holbrook

- Very informative, well presented, public friendly.
- Very informative. Appreciate the outreach efforts – makes it easier for government folks to talk to the public when we are informed/involved in the process. Good luck in your efforts!
- Glad to see so much work being done over the next five years.
- Good job. Would like to see a little more early coordination with local agencies.
- Information covered seemed to be the tip of the iceberg. Ton of information still needs to be explained at the reservation level. Recommendation is to have information presented to the White Mountain Apache Tribe Tribal Transportation Committee. Thank you.
- Thanks for stopping in Holbrook – the information (both displayed and presented) was very helpful. We look forward to hearing and seeing more in the future.

## Kingman

- How is the suitability for bicycles determined?
- Check SR 93 delay forecast for new bridge.
- Where is the I-40 to SR 68 extension? New road extending SR 95?
- Design and build project from Hoover Dam to connect to double highway on plan (five-year) to milepost 59? Rattlesnake Wash exchange or overpass?
- What is the status on the traffic interchange at Rattlesnake Wash east of Kingman three miles east of town? The town is cut in half by the railroad. We want access.
- I attended the other MoveAZ events, and it looks like you did what you said you would. Great job!
- Good job!! Great planning too!
- Would like more information on the prioritization of the connection of the new bridge over the Hoover Dam and Road to divided highway. Would love to know if the process could really be influenced by public. Also interested in current projects along SR 93 south and more about Burro Creek Bridge (milepost 153) and Wikieup Bypass (milepost 121-125).
- Thanks, this was very helpful. Keep up the good work.



- Very informational. Still needs lots of thought. Need an interchange on I-40 at Rattlesnake Wash and completion of the dam project.
- I am concerned regarding the acceptability of bicycle traffic on the various roadways.
- Good information.
- Need an extension of SR 95 to Bullhead City. Higher priority to recognize Mohave County.
- We appreciate your visit to Kingman.

### **Mesa (Transit Conference)**

The Mesa community open houses were held as part of the Arizona Transit Association annual conference. No comments were received at the Mesa open house.

### **Nogales**

- Public safety (law enforcement, fire, and emergency services) is an integral part of Access/Mobility and Safety, but not addressed.
- International border is a unique safety issue/Homeland Security.
- Emergency response community could/should have been a stakeholder discussion/focus group.
- Does/will this translate to minimizing the impact of the transportation system on the hydraulics/hydrology of the washes, rivers, and arroyos aesthetics, and vice versa?
- With Arizona roads as unsafe as most public input indicates they feel – public safety sector should be an involved partner.
- Is there a special distribution associated with the Arizona public that think their roads are well preserved and maintained?
- Regional news outlets (especially in Tucson) seem to harp on how bad the roads are.
- Reduce (or eliminate) trucks on SR 82.
- Modify I-10 east of SR 83 to permit wide loads which now use 90/82/83.
- Restrict long-distance semi-trucks from SR 82.
- Tucson-Nogales rail passenger service would be a great benefit – how (again!) with current social-economic settings.

- The rail passenger service should connect to Phoenix to be economically viable.
- Tucson-Phoenix light-rail system.
- Where are the projects in Santa Cruz County?
- Wildlife corridors (see Santa Cruz County Comprehensive Plan) for SR 82 and I-19 (need underpasses with wildlife fencing).
- Natural gas pipeline easement along I-19 to Mexico may be required in 2007-2008.
- Don't ever pave Ruby Road west of Lake Pena Blanca.
- Add "Anza National Historic Trail Auto Route" signage along I-19 (also this has been a scenic road since the late 1960s). Add to state map and ADOT website.
- Can lit billboards be removed from scenic roads?
- When will I-19 be widened? I-19 Report states "after 2030 in Santa Cruz County."
- Projects should take into account current and ultimate build-out hydrology. Under-sizing structures should not continue. The savings does not outweigh future costs. Over-sizing would be useful for wildlife corridors as well.
- Keep SR 82 and SR 83 two lane roads.
- Well publicized meetings – poorly attended. Wonderful chance to ask all my questions. Thank you.
- Thank you for this presentation. We are interested in wildlife corridors throughout the I-19 Corridor.
- Maintaining 82-93 as scenic.
- Cut off lighting has to help the observatory.
- Thanks again – this format is quite useful.
- Very informative demonstration. However, there was no information on the proposed CANAMEX Highway.
- Great opportunity to talk to ADOT staff about future plans for the county.
- I think your visit to our community is great. It allowed us to communicate and see what ADOT is doing statewide and in the future allow us to get projects included in the state plan.
- We appreciate you coming to Santa Cruz County.

## Page

- Need to provide alternate routes for rural areas (for potential emergency situations).
- Safety is not being met for bussing school children to and from home or school. Some of the roads for Navajo children are horrible and have been for over 30 years.
- The economic trends are only off reservation areas.
- Public services cannot be met or built due to the road conditions.
- Thank you for considering Coppermine Road N20 in the plan, we desperately need that road paved.
- The reason (i.e., condition of the road) is why we don't attend Chapter meetings. Thank you.
- These road improvements will be a great asset to Northern Arizona.
- This route is necessary for many traveling and it is totally unacceptable in the condition it is currently in.
- What gears (guides) the distribution of funding?
- Your maps only show Flagstaff and south. What happens to the true Northern Arizona? Especially in the rural areas.
- Unimproved roads need to be maintained. Not to be noisy.
- Is there a consideration for the safe transportation of youth in school programs? Bus miles on a road by school districts?
- Tuba City Regional Health Service currently selected a 75-acre site to build a hospital that benefits surrounding area to better service the school children, easy access to my/our elderly. Ambulance services should be available for the community that lives along the N-20.
- There can be an Indian Health Service Clinic right in the middle of Coppermine Chapter if there was a major highway through the area and other economic development benefits.
- How can ADOT work and fund other agencies (i.e., BLM, USBR, Navajo, and other Tribes) and a possible increase through grant funds.
- We believe U.S. 89 Utah border to 160-140 has a very large number of trucks. We also have a large recreational vehicle contingent traveling between Bryce Canon, Zion, and Grand Canyon National Parks.

- The passing lanes are critical.
- We would like to see/have traffic counters in this area. Need to prove measurability. Highway 98 needs to be upgraded and traffic counters.
- Why are most highways improved/developed south of Flagstaff mainly? Northern Arizona is once again left without much improvement. Does that mean Northern Arizona does not have any safety issues? This is wrong – Coppermine is only asking for a small percentage of the dollars to meet the needs of many!
- N20 really needs your consideration for health and safety reasons. Thanks for your consideration.
- N20 Road is important so we can attend Chapter meetings more often.
- N20 Road is important for us. We would like it paved and better for school and for traveling.
- N20 Road is important for us. We would like it better for traveling.
- Please pave our existing road N20.
- Greetings: It would be excellent if N20 was considered. N20 being paved will be a great asset due to travelers, PHSD bus route, and local resident daily travel would be smooth. Thank you.

## **Parker**

- Professional and interesting displays. Personnel very friendly and helpful.
- We need a left-turn lane at Castle Rock Shores.
- Thank you!
- Appreciate chance for input. Great that ADOT is starting to plan in 10-, 15-, and 20-year horizons. This will allow ADOT to show needs for additional funding. Otherwise, public will think that all projects got into the five-year plan by magic.
- This is a very interesting project. I am interested in its outcome.
- Informative with people that back up with documentation.
- Thank you for all of the information. We're looking forward to the progress!
- We really appreciate you coming to Parker.

- Thank you for being responsive to our questions. We appreciate the progress you are trying to achieve.
- Very cordial staff, knowledgeable answers, informative presentation, hopefully my concerns will be addressed too. Thank you!
- Quit closing SR 95 in Parker for special events.
- I appreciate the presentation by ADOT. The Parker Area Historical Society is asking for assistance from ADOT in replacing the cement sidewalk along California Avenue (SR 95 in Parker) between 12th Street and Arizona Avenue – preserving the canopy.
- Thank you!

## **Payson**

- What about the bypass road from SR 87 to SR 260? Need to study the economic impacts to the downtown area.
- There is intersection delay at the SR 87 and SR 260. It is worse on weekend on the northbound to eastbound lanes. Need a two-lane turn lane with improved signage.
- Need to include economic impacts on all projects: -Signage, -Access, -Tourism, -Scenery, -etc.
- Great job on SR 87 from Phoenix to Payson!
- Need for runaway truck ramps south on SR 87.
- Roadway reconstruction needed near Mount Ord on the southbound lanes.
- Funding for highways is necessary to facilitate the growth of this State. This is a cost of growth that is seriously under-funded.
- When you have refreshments you should have sugar free!

## **Prescott Valley**

- We in the tri-cities area had four pieces to our road system puzzle. The first was the new Fain Road, second was the 89A connection to 89. Now we need (third) the other two pieces 89 to 69 to the airport and (fourth) from the airport to Chino Valley on 89. Thank you ADOT!

- Please include separate bike/pedestrian trails along roadways. We need alternatives to gas-guzzling transportation. We need safe travel lanes for healthy, non-polluting exercise. Thanks!

## **Safford**

- You obviously put a lot of work into this plan. But why aren't there any projects planned for Duncan?
- Need more money. Gas tax, one-half-cent transportation sales tax, bonds.
- Great job!
- Thank you for coming to our valley. Very interesting.
- Thank you for your information. It is nice to know when and what you are doing for our community.

## **Sells**

- I travel SR 86 to Tucson and Ajo and Route 15 to Casa Grande. The last 20 to 25 years the traffic has increased other than local community members.
- Highway 86 is a regular route for RVs with hitches, 4 x 4 trucks, and motorcycles.
- Highway 86 is a scenic route for vacationers, and leisurely drivers.
- More bicyclists are using SR 86 special interests traveling (e.g., Vision Quest and Wagon Train).
- Our roads need to be widened for the courtesy of others who want to use the roads and need to use these roads.
- Improve the roads, fencing, and include rest areas.

## **Show Low**

- I would like to have seen more projects scheduled in the White Mountain area.
- Presentation well organized with knowledgeable staff.
- Very informative, thanks for coming.
- Appreciate your coming to Show Low.

- Informative, thanks for coming to Show Low.
- I do not believe that this MoveAZ plan is providing a “fair share” to the rural areas of Arizona.

## **Sierra Vista**

- Maximize utilization of Arizona’s natural resources; solar and wind.
- Utilization and conservation = sustainable development.
- When and where was public input sought for results shown – Tucson & Phoenix? Seem to show higher than representative numbers who use public transit.
- Add results from small area transportation plan.
- Safford in Graham County (district not city).
- What happened to I-10E of LaPaz County?
- Why not plan now to widen the excessive delay roads of 2005? And alternative rail from Tucson to Phoenix.
- Add small area transportation plans.
- No planned improvements along the U.S. 191 corridor from Douglas to the I-10 interstate.
- No improvements to sustain future truck traffic from Mexico (CD Obergon Highway).
- Good to be able to talk directly with transportation people.
- Informative – looks like ADOT is using sound scientific methods to determine future projects. P.S. Good cookies.
- Effective/performance-based management is necessary to stay on budget and on time.
- Very informative.
- Excellent set of visual displays and exhibits.
- Thanks for your time. Informative presentation and Ron Casper was very helpful.
- Great job. I learned a lot from the presentation.
- Good stuff – had hoped for handouts, but will download from the web site.

- A key improvement that only adds marginally to the cost of most highway improvement projects is the addition of bicycle lanes where none exists (e.g., Highway 92 has no shoulder virtually between Carr Canyon and Hereford Road). Also, don't lose existing bike lanes with widening projects. Such lanes promote tourism, healthy lifestyle, and improve property values.

## **Tucson**

- 2.2(4) Environmental Sensitivity – be sure to include enough money for this very important issue!
- 2.3(5) Address freight in multimodal travel.
- 2.2(4) Streamline EA process to move congruently with planning element.
- 3.3(8) I encourage strongly the word “stewardship” – we need to be better stewards of our environment, as well as stewards of our infrastructure and mobility system. We can and need to do both.
- 3.3(8) While freight is an economic development issue, it is surely a transportation one too. Freight movements by truck and rail impact traffic and the environment, including land uses.
- If there was strong support for transportation options, were options considered?
- 3.3(8) Arizona roads are not all maintained/preserved. Rural areas are a concern.
- Be useful to see average cost for improvements (per mile/mile/bike lane).
- Need commuter train between Phoenix-Tucson.
- Only highway construction?!
- No comment cards submitted.

## **Window Rock**

- Long-Range Transportation Plan should encourage and promote Tribal roads to retain MIA Roads to generate local economic spin-offs through real estate revenues within its rights of way.
- The plan should highly regard environmental/cultural/traditional sensitive areas within and adjacent to Tribal lands.
- No comments



- System performance – you have population and employment trends! What is the rate of agricultural/rural lands converting to urban/transportation use?
- Any ITS plans for SR 264 or U.S. 191?
- Truckers' short cut routes on SR 264 and U.S. 191. Control?
- Buses and truckers should pay the Navajo Nation when using tribal roads by tax as tribal buses do pay a fee whenever it leaves the Navajo Nation.
- Arizona needs to emphasize safety, especially for wildlife, avoidance of striking all wildlife by providing warning signs, caution signs, wildlife accessibility, and reducing speed limits.
- Need to build frontage roads to avoid turn-offs (right and left lane) onto busy, busy roads especially on Indian reservations.

## Yuma

- You indicate a high suitability for bicycles on ASH Highway. NO bicycles on ASH.
- I strongly agree with the above comment.
- Bikes on ASH Highway are crazy.
- Bikes on high speed almost freeway type Truck Route is insane – it is an invitation, not a guarantee, of future bike/truck fatalities.
- The U.S. 95/16<sup>th</sup> Street overpass over I-8 is a critical chokepoint and funnel for all east-west traffic in the City of Yuma. That overpass desperately needs to be rebuilt and widened to at least six through lanes and double left-turn lanes. Possibly consider a six-lane overpass with a single-point urban interchange, especially with Yuma Palms Mall opening in November 2004.
- Interchange at I-8 and Avenue 15E is needed.
- Bike suitability – how about increasing availability of long-distance highway biking? Good to see the ASH Highway will have bike suitability.
- Thanks for coming to Yuma. Very informative.
- The concept of MoveAZ has provided a valuable format to develop directions, plans, and considerations of funding.
- More access to Phoenix. Alternate route such as through Florence for bypass around accidents. Important to get around accidents quickly.